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# HEARINGS

BEFORE THE

COMMITTEE ON NAVAL AFFAIRS OF THE  
HOUSE OF REPRESENTATIVES

ON

## SUNDRY LEGISLATION AFFECTING THE NAVAL ESTABLISHMENT

1921

SIXTY-SEVENTH CONGRESS

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**No. 174, page 1119.**—George Livingston (H. R. 8550).  
**No. 175, page 1119.**—To reimburse certain persons for loss of private funds while they were patients at the United States Naval Hospital, Naval Operating Base, Hampton Roads, Va. (H. R. 9081).  
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[No. 1.]

## DEVELOPMENT OF NAVAL SHORE STATIONS.

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NAVY DEPARTMENT,  
Washington, March 4, 1921.

MY DEAR MR. BUTLER: I am transmitting herewith, for your information and that of Congress, a special report covering the development during the last eight years of our naval shore stations.

Sincerely, yours,

JOSEPHUS DANIELS.

Hon. THOMAS S. BUTLER, M. C.,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

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### REPORT COVERING THE DEVELOPMENT OF OUR NAVAL SHORE STATIONS DURING THE LAST EIGHT YEARS.

MARCH 3, 1921.

The scope of the Secretary's annual report, covering as it must the development of our fleets, the plans for the future, the immediate necessities for the present, and the whole subject of the commissioned and enlisted personnel, must, of necessity, leave untold many things of vital interest to the public and to Congress in connection with the growth of the Navy, and particularly is it impossible to give therein a complete picture of the gradual development, and the reasons therefor, of our shore stations, without which a fleet would soon deteriorate into mere junk.

Even the Naval Committee, which, during my experience, has earnestly and faithfully struggled with the intricate details of shore station appropriations, has become, of necessity, so immersed in figures and estimates for this detail and that detail as to be in danger of losing the general picture of the steady and remarkable progress which has been made.

Visits to the yards themselves, owing to the immensity of their size and the complexity of their operations, I find, at least in my own case, give an incomplete idea of just what has been done and of just what are their present capabilities as compared to that of eight years ago.

It is my desire to report to Congress, in a broad and general way, the shore station progress, omitting exact details and figures, which are too voluminous, and tend to confuse the picture, in order that not only the Naval Committees and Congress but the public at large may have a clear and concrete idea of our growth and the essential reasons for the Navy's expansion on shore in the future.

In the voluminous appendices, setting forth in dollars and cents the expenditures by each bureau, those interested in this feature or that feature will be able from my annual reports of the last eight years to get more detailed information on any particular point. It is not my intention in this report to cover such matters. My desire is merely to show what the shore stations of the Navy were eight years ago, as concisely and briefly as possible, and what they are now, at the same time explaining the military reasons for what has been done, and particularly explaining the broad, general, and uniform policy which, in the matter of shore expansion, has replaced the haphazard development of the past, a development which was only too often more of a result of local influences than from any well thought out general scheme for making our yards as efficient and as economical as possible.

I have in mind one particularly glaring example of this. At our navy yard in Portsmouth, N. H., which had fallen into such general disrepute as to be amongst those most seriously considered when the question arose as to whether we should close some yards entirely or attempt to run them on an efficient and useful basis, I found a magnificent building, costing many, many thousands of dollars, comparatively up to date, with raised platform and railroad tracks running directly through it, a permanent construction, splendidly lighted and the kind of building that many manufacturers would have been delighted to have had. After this building had been erected, the only possible use that could be found for it was to store therein the huge anchors, which in every other yard are left in the open or under sheds, as they are a sort of thing which can not suffer serious deterioration out of doors.

That same building is now an effective and important unit in the construction of submarines and has paid for itself many times over in the last five years.

When I assumed office eight years ago, there was a general demand that useless navy yards be junked and disposed of as best we could. There were only too many yards at that time answering that description, and my preliminary investigation convinced me that, rather than to continue them in their existing condition of inefficiency, it would be indeed a wiser policy to wipe off our loss of investment, amounting to many millions of dollars, rather than to keep on expending for upkeep more millions every year.

However, a further and thorough study of the situation convinced me that there was no real need of these yards being mere parasites upon the Navy appropriations, that by intelligent use of them and by proper development of the facilities they already had, they could be made savers rather than wasters of Government funds. I, therefore, appeared before Congress and stated definitely my belief that, while every useless navy yard should be wiped out, an intelligent, coordinated effort should be made to ascertain which were really of necessity useless yards, and not to assume that because a yard was at that time lacking facilities for doing useful work, or work that could not be better done at some other yard, that it was equally impossible to make it a useful yard by intelligent, constructive work.

In this program I have received the cordial cooperation of Congress, and while, of course, no Secretary feels that he has always received all the appropriations really needed, I realize that Congress

has been both wise and far-seeing in giving all that it felt it possibly could each year in support of this policy. And it is with a certain feeling of satisfaction that I make this final report, because I hope that Congress will feel that the confidence it placed in me in this matter has been rewarded by the transformation of our idle or duplicating yards into stations now so vital to the upkeep of our fleets as to make their extinguishment a serious, if not fatal, step if the Navy is to maintain in the future the proud record it has made in the past.

First of all, let us consider the necessity for any shore stations at all and the real purposes for which they are needed. Napoleon's famous axiom that an army travels on its belly may be paralleled by the statement that an armed fleet travels attached to invisible strings of various lengths, known as its "radius of action," the other ends of which are attached to bases of supplies and places for repair and overhaul. Temporary bases may be used in war time, so-called advance bases may be hastily improvised, but no fleet can long maintain itself without a properly equipped port to which the various units can return from time to time to replenish their stores and to repair damage caused by constant usage and time, in peace as well as in war.

A newly commissioned battleship, proudly flaunting her spotless bunting, immaculate in paint and brass work, equipped and ready to the last shell in her magazines, is no more a really finished thing than she was upon the ways. Every householder will understand that with usage goes inevitable wear and tear in both cases, and the parts that are functioning perfectly to-day must, in the not far distant future, be replaced because so worn as to be no longer serviceable. The main structure of the ship, just as the main structure of the house, will, barring accident, last many years. The infinite multitude of fittings, which are becoming more complicated and delicate as naval science progresses, must be eternally watched and constantly renewed. Nor can this be avoided by merely tying the ships up to docks in peace time, for, even as an unoccupied house deteriorates more rapidly than one in constant use, the unused ship deteriorates at a perfectly appalling rate of speed the minute she is laid up "in ordinary," as the saying is for a ship out of commission.

Somewhere on shore for each ship there must be stores and spare parts, and, what is more important still, machinery and workshops, with men specially trained and thoroughly familiar with the needs of warships and their peculiarities, for a warship has little in common with a merchant vessel, save for the fact that it is a floating hull, containing machinery for its propulsion. There are many, many things in a warship which are of necessity different, sometimes in a small way, sometimes in radical design, from things intended for the same purpose in a merchant vessel.

Two things are required in a warship's fittings. First, strength to resist the shock not only of the enemy's shell, but of the discharge of her own guns; and secondly, lightness of weight down to the last rivet in order that the greatest amount of armor may be carried without sinking under the burden of its own protective covering. It is the saving of a few pounds here and a few pounds there that make in the aggregate that reserve of buoyancy required to carry loads of solid steel.

As an illustration, tiles used on the floor are of a special thinness because a small fraction of weight is to be considered even here.

There must be no more additional weight where it is not needed about a battleship than the trained prize fighter is allowed a single ounce of useless fat. In some places strength and lightness are secured by special design, requiring fittings that are more costly than those used on merchant vessels, where this all-important factor is not so serious a matter.

You can not send a battleship to an ordinary shipyard for overhaul and repair. The men who work upon it must be acquainted with the peculiarities of warship construction, and trained, if possible, by actual experience in the building of such ships themselves. In the old days of wooden ships of the line, almost any good shipwright could efficiently repair the old three-deckers. Nowadays, even the mechanism which moves the turret, with its electrical auxiliaries, would prove a problem beyond the average merchant shipyard, to say nothing of more serious alterations or replacements.

Nor will it do to have one or two such places where ships can renew, as it were, their youth from time to time. The greatly increased numbers of ships in our Navy, made necessary by the increase in the other navies of the world, make it impractical, particularly in times of peace, to attempt any such reduction. I say particularly in times of peace because in time of actual warfare no attempt is made at routine overhauls beyond those necessary to the fighting efficiency of the ship; and if the ship has been kept at all times in absolutely perfect repair up to the moment the fleet is sent out to do battle, there is a certain length of life, a sort of reserve vitality, if you will, which can be drawn on for a considerable period, provided no accident nor mischance of battle results in serious and unexpected injury. However, a ship, like a man who uses up his reserve strength, must eventually be laid up for a prolonged rest, or utterly go to pieces.

It might be possible, at enormous expense, to concentrate war repair facilities in one or two yards of huge size. But to attempt it in peace times would make the approaches to our concentrated ports resemble a busy barber shop on a Saturday night, with so many ships waiting their turn and deteriorating every minute of that wait, that it would be difficult to assemble at any given time a respectable fleet for maneuvers. We needed every yard in war and in fact they have more than paid for themselves during the late conflict.

So far as ships' supplies are concerned, that is somewhat different, and the tendency, particularly of late years, has been to concentrate our supply bases, thus cutting down duplication of stores and in many other ways saving time and money in the provisioning and equipping of the ships and their personnel.

All this is, of course, well known to naval officers, but I am surprised to note how little it is understood by many civilians, well informed in naval matters in other ways. A mighty warship dashing at full speed through calm or stormy seas, firing with incredible accuracy mighty projectiles at each salvo of her great guns, is as utterly dependent upon an efficient navy yard and supply base for its life and power as Sampson was dependent upon his three meals a day for his strength, or Cleopatra upon the constant attendance of her untiring maids for her beauty.

Ill-equipped navy yards, poorly managed navy yards, and I can not resist adding at this point, starved navy yards through lack of



congressional appropriations, will result in poor ships and break downs at critical times when the test of actual warfare comes.

Your navy yard is in a way the humble Cinderella sitting in obscurity by the home fireside, repairing and freshening the finery of her proud and haughty sisters.

No American can read without a thrill of pride the reply of our destroyer commanders on their arrival across the seas to the astonished British naval officers that they were prepared to immediately go on active patrol duty. Very few Americans realized that a great deal of the credit belonged to the wonderful efficiency of the navy yards at home, which had equipped them and prepared them by the most capable mechanics in the world for the journey and any action for which they might have been called.

So much for the need, not only of navy yards, but of up-to-date, efficient navy yards, if we are to have up-to-date and efficient fleets.

Now a navy yard can no more become suddenly efficient than a warship can lie idle at the dock for months and steam on 12 hours' notice out to sea prepared for battle. You can not dismiss the trained workmen, turn out the lights and darken your navy yards, and then, when the fleet comes home, crippled in battle, or worn with ordinary service, suddenly go out in the highways and byways and gather together such workmen as can be procured, build fires under the power-plant boilers, and proceed about the business at hand.

So far as possible there must be maintained at all times a permanent, specially trained, and organized force, capable of doing anything from repairing a leaky valve in the feed pump to building, as we have had to do on several occasions, an entire new stern, or the better part of a smashed bow. Were there no other way, it would be a military necessity to keep up no inconsiderable force of men at work turning out souvenirs, or putting together and taking apart practice ships, in order that a force might be available when wanted. The great problem of our navy yards is to keep this capable force together and at the same time provide work for them to do which will save money in other ways.

We have met this problem by a number of radical changes, particularly during the last eight years. Most successful of all has been the plan of greatly increased warship construction at navy yards. Nothing so thoroughly trains a force of men for the special work of repair and upkeep of a fleet as building the vessels in the first place; and I think that a majority of naval officers will sustain me when I say that such ships, taking them from keel to fighting top, are better ships for military purposes than ships built by private enterprises.

I do not wish in making this assertion to claim any tremendous superiority over the ships constructed in those few plants which have for years devoted so large a part of their output to Navy vessels as to make them really navy yards under private control. There will always, if we are to have any kind of an adequate Navy and until the happy day of universal disarmament actually arrives, be enough new ships needed to keep yards of this character reasonably employed and to keep a large portion of the navy yard forces busy in between repair and overhaul periods for the fleet.

There is also another class of work which fills in the chinks, as it were, of navy-yard activity. I have spoken of the peculiarities of

naval design and pointed out the many differences in the fitting out and equipping of these ships from ordinary merchant vessels. These special fittings, while necessary to a naval vessel, are not required in sufficient quantity to enable manufacturers to turn them out on a real commercial basis. The manufacturer must make a special machinery and adopt special methods in many cases. He can not use his standard molds or dies or tools, and for all this the Government must pay, and rightly pay, if it goes into the open market for their purchase. However, many of these special things can be manufactured quite as economically, if not more so, at our navy yards, and in this way our forces are kept busy, money saved to the Government, and the manufacturer left free to turn out what is far more profitable to him, a regular line of goods for which there is a demand in quantities sufficient to bring back handsome profits.

We have gone quite far along this road in the last eight years. It is my belief we can go much further in the future. I have tried to point out, first, that navy yards must be maintained if we are to have a Navy; and, secondly, that they must have at all times a sufficiently trained force to form the nucleus of the enormous expansion needed in war times; thirdly, that this force, if they are not to be a mere expense in time of peace to the Government, must be kept busy at useful work.

There is another very important thing to be considered if we are to exercise true economy. There must be no useless duplication of work or of facilities for work; and there must be, above all, some comprehensive and continuing policy of development in each yard which makes it a smoothly working part of a perfect whole. Here I think more progress has been made during the last few years than in any other direction. Some of our navy yards in the past have grown up higgledy piggledy, as can be seen by a look at the maps of any of our older stations. A building here and a building there; foundries remote from machine shops, docks remote from almost everything else; a general layout which would make the modern efficiency expert writhe in agony at the sight. All these are only too painfully apparent. And if this is true of each yard as a unit, the situation was even worse as regards the various units as part of a general shore development. Some of the smaller yards had existed merely because, years ago, they were near forests where timber for the wooden ships could be conveniently found. Others were established for reasons which I frankly confess I have never been able exactly to discover. Millions upon millions have been poured into them with, I am forced to believe, but little consideration as to what was going to be done with it all after it was built.

The shop at Portsmouth, which I cited above as an example, is only one of the many cases where local pride, persistence, and insistence, had secured additional money for the home yard, without any particular regard as to whether it fitted into a general scheme of things or not. And as there was no general scheme of things to fit the yards into, it was difficult to resist such pressure, as without a general plan there was no valid reason why one yard should have something which the other did not possess beyond a sufficient number of congressional votes to give it to them.

During the last 8 years, however, and particularly during the last 4 years, those who plan far ahead for our Navy, have laid out

a definite scheme which has been adhered to in all yard improvement. Under this plan, the military purposes of each yard—and we must never forget that the primary purpose of any navy yard is its most effective military use—have been carefully considered, its limitations and its possibilities of improvement thoughtfully gone over, and its eventual expansion or contraction, as the case might be, for years ahead laid out. No longer will our yards grow like Topsy, for I can not imagine a reversion to the old unscientific way.

In giving you, yard by yard, a picture of what has been achieved in the way of improvement and development, the fundamental purpose of the particular yard under this general plan should be kept in mind, and, before taking up the yards in detail, it may be well to briefly outline the functions of each of the principal shore stations for the ships of the Navy.

#### SHORE STATIONS ON THE EAST COAST.

##### NEW YORK.

Here is a yard equipped to repair our largest warships. It is primarily a big shipyard, and everything must be on a big scale in consequence. In conformity with the general idea of keeping a force competent to do this continually employed, it also logically follows that it must also be one of the yards where our biggest ships are built.

For incidental manufacturing of Navy auxiliary parts, needed, as I have already pointed out, to “fill in the chinks,” New York has been specializing in the construction of submarine engines, and in the manufacture of the special radio and fire control apparatus which is so vital a part of our new Navy. In addition, New York is the best fitted of the northern ports to be one of our large supply bases, and **storehouses** accordingly are clearly needed on a much larger scale than in many other places.

##### PHILADELPHIA.

Philadelphia was converted into a shipbuilding yard in 1914 and has been enlarged into a big shipyard. It has also been given the building of the Navy's biggest ships under the general scheme. It has also been made, in addition, the principal yard for large steel castings, always difficult and sometimes impossible to procure commercially. We are now making at Philadelphia castings of a quality and of a size impossible to procure anywhere else in America. Philadelphia has also been selected as the site for our aircraft factory, and a model plant is now part of its equipment. This will be later spoken of under the general heading of aircraft development, which forms so important a part of the plans for the future.

In addition, Philadelphia, for military reasons, has been selected as the proper point for ships laid up for one reason and another and out of commission.

## NORFOLK.

Here, distinct from the navy yard itself, has been established the greatest supply base on either coast. It is the great rendezvous of the fleet, and its importance in time of war is probably greater than any other one yard. Battleship building is here also used to maintain an efficient force, and it is peculiarly necessary that it be given facilities for emergency repairs of ships of all sizes, as here the crippled members of our battle fleet in war time would probably creep back to be placed in fighting condition again at the earliest possible moment. Its machine shop and foundry have been correspondingly enlarged, and the old buildings replaced by new and up-to-date construction. The foundry particularly has been increased to five times the size of eight years ago. It is interesting to note that within the last few weeks the largest casting ever made in the United States was successfully produced here.

Among the special manufacturing and "chink filling" work at Norfolk is the manufacture of paints for the entire service. During the war it was also the principal yard for the construction of mines

## BOSTON.

While equipped to repair our largest ships, it has seemed wise to specialize at Boston in the construction of smaller and generally auxiliary vessels.

In manufacturing, Boston has specialized on pumps, and for years has been the yard designated to make the enormous chains which have been increased in size as our ships increased in size, until they are far beyond the capacity of private chain plants.

Cordage and ropes of all kinds have been manufactured here, but it is possible that this industry will be gradually replaced with other special manufacturing. In any event the large amount of manufactured during the war will result in the closing down of this industry until our present stock has been expended.

## CHARLESTON, S. C.

Climatic conditions have led to the decision to keep our ever increasing fleet of destroyers, particularly those in reduced commission, stationed here, experience having shown that they may be maintained with less deterioration, and at a minimum expense at this point, than at any of the others. This logically heads to the Charleston yard becoming more and more occupied with the repair and upkeep of our destroyer flotillas and of the smaller vessels of that nature, but it has the plant to repair essential parts of ships of the size of the *Utah* and did fine work and essential work during the World War. Congress has authorized the building here of a dry dock of a type similar to that constructed at Philadelphia, New York, Boston, and Norfolk. Until it is completed there is no dock between Panama and Norfolk capable of receiving one of our great dreadnaughts or big ships of the growing merchant marine.

In addition, Charleston has been selected as the yard to make the white clothing and dunnagees for the enlisted personnel, although for some time to come this industry will be practically shut down as during the war it was necessary to secure so large a supply as to last us for a considerable time.

Portsmouth was one of those yards established because of its nearness to timber over a hundred years ago. While the energy of its citizens has succeeded in securing from time to time considerable appropriations for the erection of buildings my predecessors, or some of them, held that it was inconveniently situated and had disadvantages for navy uses. When the closing of the yards was advocated and seriously considered, Portsmouth was the first one selected by naval boards as being the most useless of any.

So large an investment had been made there, however, that I decided in 1913 to endeavor to save the money already spent by finding some useful purpose to which it was peculiarly adapted. When the submarine first became a certainty and a necessary part of the fleet, the answer was found.

Portsmouth is now building most of the submarines that are in process of construction for the Navy and, I may add, building them exceedingly well. It would be a serious loss to us, and we would be hard put to find any place other than here to put this highly specialized work. Situated as it is, special developments and devices may be here perfected in comparative secrecy, which in itself is no small advantage in these sudden and startling discoveries.

In addition, the skill of the old wooden-ship builders, which made Portsmouth famous in the past, has been handed down from father to son, and we are able to build our small wooden boats and launches at Portsmouth to far better advantage than elsewhere.

Before the submarine became the main business of the Portsmouth yard, it was put on a self-sustaining basis by creating there a smelting plant, where the scrap metal from all other yards was shipped, properly sorted, and remelted into ingots for use over again at other stations. Previous to the adoption of that policy all of this scrap had been sold at a very heavy loss, and the establishment of this plant in itself saves the Government several million dollars of appropriations annually.

It logically followed that the small electrical fittings to which this remelted ingot is peculiarly adaptable should be manufactured at the place where this metal was cast, and this is also a considerable industry at this point.

As the yard for submarine construction, it is also where all major repairs to submarines are made, and its future development will probably lie along the lines of building and keeping in condition the Navy's submarine service, though, of course, it will continue to be used for the repair of other craft of less tonnage than the dreadnaughts.

#### NEW ORLEANS.

The New Orleans yard has proved, perhaps, the most difficult problem of all. However, there are a sufficient number of patrol boats and small craft stationed along the Gulf to warrant its continuing as a patrol-boat repair and overhaul point, and it is also regarded as a valuable emergency station for the repair of small craft in time of war.

Electrical fittings are also manufactured here to keep its efficient force steadily employed when repair work becomes slack.

## KEY WEST.

As the southernmost station, Key West becomes the logical submarine base for submarines operating to protect the entrance to the Gulf of Mexico. Experience has shown the strategic importance of a well-equipped base here for smaller craft, and its enlargement and extension of a submarine base is being pushed to completion. Facilities have accordingly been created for emergency repairs to submarines, although extensive repairs will be made at Portsmouth, N. H. An operating base has also been established here for these boats.

## SHORE STATIONS ON THE WEST COAST.

## MARE ISLAND, SAN FRANCISCO.

In 1913 a recommendation had been made and, in fact, approved by the department which would have made Mare Island of such secondary importance as to lose the large investment at that important plant on the Pacific. In the summer of 1913 I made a visit to the Mare Island Navy Yard to study its possibilities. As a result, it was converted into a shipbuilding plant, and its record has been one to more than justify this decision. In the early days of the war it built a destroyer in the shortest time in which a ship of that character was ever constructed. Last year on the ways constructed at Mare Island, the great dreadnaught *California* was launched, and in July, 1919, the keel of the *Montana*, which is to be one of the largest dreadnaughts, was laid during the visit to the yard by the Secretary of the Navy and the governor of Montana. With the certainty that always a large portion of the fleet will be in the Pacific, and sometimes all of it, the necessity of utilizing the large investment at Mare Island, giving employment to the skilled workmen who have demonstrated their efficiency, will always exist.

The presence in the Pacific of our largest ships and an increasing large number of them (the Pacific Fleet alone is now very much larger than the whole American fleet which went around the world some years ago) will require additional facilities on the Pacific and the Navy Department has recommended such additional facilities which have received the approval of the Senate Naval Affairs Committee and the special joint committee of Congress on Pacific coast naval bases, which made a careful study of naval shore needs upon a recent visit to the Pacific.

## PUGET SOUND, WASH.

Puget Sound may be roughly compared with Philadelphia. Here large ships will be not only built but repaired and kept in condition as well. Considerable manufacturing will also be done at this yard to keep a continuous force employed. It has now excellent facilities for the docking and repair of dreadnaughts and is the chief base for the great ships of the Pacific Fleet. Its importance will increase with the passing years.

## SAN DIEGO, CALIF.

San Diego will be a large operating base for the Pacific Fleet and is being developed along those lines. Its navy yard will more closely resemble that of Charleston than any other, and a comparatively modest navy yard has been secured by taking over a plant from the Emergency Fleet Corporation, which will be used for the repair and upkeep of destroyers. Its importance, first seen and made available in 1914, is now well understood and it must become one of the most useful naval bases, as well as an added base for aviation and the training of sailors and marines.

## SAN PEDRO.

San Pedro will be the southern operating base for submarines on the Pacific, and will also be adapted for minor repairs to these craft.

## COLUMBIA RIVER, TONGUE POINT.

Here has been established the northern submarine destroyer base with facilities similar to those of San Pedro.

## PEARL HARBOR, HAWAII.

Pearl Harbor occupies rather a unique place as the outpost of the Navy in the Pacific. It must be prepared to take care of the largest vessels in war time, and while the construction work of large ships is not deemed desirable, there must be facilities for the repair of war damage to vessels of all sizes. This has been one of the most noteworthy advances in the last eight years, after the completion of the dry dock proved so long a stumbling block. But it was completed in 1919 and affords facilities without which naval activities in the Pacific would lack an essential need. This shore station is already equipped for much of the work it is expected to do.

## CAVITE, P. I.

It is not intended to create at Cavite any extensive facilities for either construction or repair, but facilities are provided for minor repair work for the smaller vessels of the Asiatic Squadron.

With this rough outline of the general scheme under which our yards have been developed, I may now properly take up more in detail what has been done to make the general plan effective at each of these naval bases.

As the purpose of this report, however, is to give in a broad and general way, a picture of the tremendous improvement in capacity and facilities for the work which military necessity requires of these yards and if we are to keep our fleets efficient, I will try without going into bewildering details to give a very brief résumé of the total increase in efficiency at all stations before taking up each station as a unit.

For this purpose I am using facilities as they existed in 1912, with the actually completed and operating increased facilities as they existed in 1920. These facilities have been still further increased, and progress is still going on since the date set for comparison.

First of all, as one of the most important improvements, let us look at the dry docks, for the capacity of a navy yard for either the construction or repair of naval vessels is really limited by the docking facilities. The constant growth in length of battleships has made the thousand-foot dock a necessity for yards capable of looking after major repairs on our battle cruisers and other large auxiliaries attached to the first line. And it is a conservative statement that, had we not kept abreast of the time in the matter of docks alone, we would to-day be without any way of properly caring for our newer ships, as thousand-foot docks for merchant vessels are not available in this country.

Prior to 1912, no naval dock in the United States had been built in excess of 744 feet in length, and the total number of dry-docks of all descriptions, including two floating docks capable of accommodating the older battleships, one at New Orleans and the other at Olongapo, P. I., totaled 19 in all.

The size of these 19 docks ranged from one 324 feet long, at Norfolk, to structures 740 feet in length, at Portsmouth, N. H., and Philadelphia. The veterans in respect to age are the two docks at Boston and Norfolk, completed in 1833 and 1834, and 373 and 324 feet long, respectively, which, by the way, are still in excellent condition.

Early in the period of American participation in the war, we were embarrassed by the fact that no dry dock, naval or commercial, existed in the United States capable of accommodating the ex-German ship *Leviathan*, and her docking in consequence had to be carried out in England. This, however, was no revelation, and under the well-designed program of increase of facilities a system of proper docks, which had been approved by the Secretary of the Navy some time before, was already so far advanced as to give us by 1920 six such docks, five of them entirely completed, and the one at Philadelphia practically finished and that at Charleston soon to be undertaken, Congress having made appropriation for its construction. This will give dry docks of large size at Boston, Philadelphia, New York, Norfolk, and Charleston, undoubtedly required for naval and marine needs. This includes the Panama Canal dock at Balboa, which is reckoned as fully available for naval use as the needs arise. In some cases these docks have been made available for naval purposes by an arrangement under which the Navy gets the first use, and they are also available for commercial firms, as well, when not needed by the Navy, thus saving greatly in expense.

Four smaller docks, ranging in length from 465 feet to 809 feet, have also been completed for the use of smaller vessels. These docks were fitted with the very latest and best material-handling equipment, and the entrance caissons are of the approved American "hydrometer" type, with the exception of Balboa dock, details which, as engineers will understand, add tremendously to the speed and effectiveness of their use for the overhaul of war vessels.

Next to docking facilities, a most important, general improvement is in shipbuilding facilities generally. In 1912 adequate plants for the construction of battleships were to be found at only two navy yards, those at New York and Mare Island, and at a very few privately owned ship yards, the total capacity of which was insufficient to carry out any large shipbuilding program. It was obvious, if we



were going to maintain an adequate construction program, that the Navy would be obliged to increase the navy yard facilities along this line, as the private yards were naturally extremely loath to build the very large ways and shops without adding the expense to the cost of the battleships they were prepared to actually take under contract, as some other private yard might underbid them on the next letting of such vessels. This made increasing private facilities a very expensive proposition; whereas, if the Navy undertook to increase its navy-yard facilities it was certain that the cost would be amortized during the course of time, or as long as the policy of construction of the Navy's own ships was continued. In the same way, it was also necessary to improve facilities for building smaller vessels, auxiliaries, destroyers, gunboats, submarines, etc.

Appropriations under the act of August 29, 1916, marked the beginning of this expansion, and the general results may be given as follows:

Portsmouth was increased from a building capacity of 2 submarines to 6 submarines. Boston, which had no facilities whatever for building, has acquired facilities for building ships up to 450 feet in length. It has built in recent years ships of that tonnage and is constructing another.

New York, which had facilities for building 1 of the smaller, old-type battleships, under great difficulties, can now build 4 battleships of the largest type at once, having ways for 2 battleships and yard facilities for the preliminary and final work on 2 more while the other ships are actually occupying the ways.

Philadelphia, which was without any facilities whatever, can now build 2 battle cruisers of 900 feet each, 1 auxiliary ship of 500 feet, and 2 of the mine-sweeper type of 200 feet. It built the *Henderson* and the first complete hospital ship constructed by any nation.

Norfolk, also without any building facilities whatever, can now construct 1 battleship and 1 destroyer. It has already nearly completed the *North Carolina*, one of the largest dreadnaughts, and a destroyer.

Charleston, S. C., from no facilities, is capable of building 3 destroyers of 385 feet, and 1 destroyer of 360 feet.

Puget Sound has grown from nothing to a capacity for 1 capital ship of 915 feet, and 2 auxiliaries of 200 feet; or, by a different arrangement, can construct 2 auxiliaries of 475 feet, and 1 submarine of 280 feet.

Mare Island, which had a capacity of 1 battleship of the old type, 550 feet long, can now construct 1 of the largest size battleships, 1 destroyer of 325 feet, and 2 destroyers of 336 feet. It has recently completed the dreadnaught *California* and laid the keel of the *Montana*.

The total increase at all yards thus being from a building capacity in 1913 of 2 submarines and 2 of the old, small battleships, to a capacity of 7 submarines, 4 battleships, 3 battle cruisers of 900 feet, 1 destroyer, and 5 auxiliaries of varying sizes, with ability quickly to increase the facilities for destroyers and small craft.

It must be kept in mind that this represents only the ships actually on the ways and that in many yards, as at New York, the actual building construction going on at one time is practically double this amount, as the yard facilities for the preliminary work on vessels

to succeed the ones actually on the ways go forward simultaneously. In other words, taking all types of vessels, the navy yards are now capable of building 30 naval vessels as against 4 in 1912. To properly measure this great progress, it should be remembered that the size of the vessels has greatly increased, and the actual improvement is even greater than that, as the four-vessel capacity of 1912 was based on very much smaller units than the 30 of 1920.

In addition to the building facilities, the manufacture of auxiliary parts has also been greatly increased. In all yards destined under the general scheme to do any considerable amount of this work, there has been an increase from 100 to 400 per cent over 1912.

Storage, which was probably one of the most difficult problems of 1912, and one where our facilities were inadequate and unscientific in their lack of coordination with the general plan, has been straightened out and facilities provided for properly planned storage commensurate with the needs of the Navy, and without duplication of useless storage space.

The existing storage areas have been increased at the different yards more than 500 per cent during the past eight years, and the total area of storage space is now more than 7,000,000 square feet.

Fuel-oil storage, which has increased by leaps and bounds, but which is still far below that considered necessary, has nevertheless made great progress, and the Navy now has a storage capacity of its own of 328,000 tons in the large units, with an additional capacity of 90,000 tons in various small tanks at different stations. This is, I regret to say, still 200,000 tons below the capacity decided as necessary four years ago, and in this respect the naval appropriation bill has rather seriously handicapped the general scheme of improvement.

The storage plant development includes increases at Guantanamo, Melville, Puget Sound, San Diego, and Pearl Harbor, and an entirely new storage depot has been established at Yorktown, Va. The general scheme of storage at these plants is that which was recommended by the General Board of the Navy, and consists of reinforced concrete tanks placed underground, with the very latest mechanical equipment by which we can handle the heavy fuel oil which requires heating in order that it may be pumped through the pipe lines; and a temperature of not less than 70° can be maintained in the tanks.

In addition to this, provision for storing fuel oil at Cavite, P. I., has been made by the erection of two large steel tanks, which were purchased for installation in France, but which arrived too late for use there.

In this connection it might be mentioned that during the war containers for fuel oil for the total capacity of 60,000 tons were secured, transported, and erected in France during the period of hostilities. The speed with which these requests from the other side were met can be shown by an instance of the early days of hostilities.

On December 5, 1917, the first request for such storage facilities came from abroad, and 7 days later all arrangements had been made for taking down three 7,000-ton tanks, which were available at Norfolk, and for shipping them to Brest, with the parts properly matched, marked, etc., for their reerection.

departments in Washington, the immense naval operating base at Annapolis Roads, with its storage facilities, training station, submarine base, and aviation and industrial equipment, can scarcely more than touched on in this condensed report.

Several world's records as to size of equipment units have been broken. The Navy now owns the enormous fitting-out crane at the Philadelphia Yard, and the two 300-ton overhead crane in the gun shop at Washington, which are the largest of their kind, and also is responsible for the world's largest radio station, built at Croix d'Hindes, better known as the Lafayette radio station, which, with its 820-foot towers, is the most powerful radio station in the world.

The intent of this report, which is to give a most general idea and show improvements in the navy yards effected during the last few years, would be thwarted were I to list in detail the improvements and increased facilities in each of the yards. I will, therefore, give only a general outline of the increased facilities at each yard, with the exception of the New York yard, which I will take up at more length as a typical instance.

If I go somewhat fully into details in this case, it is because I feel that the Members of Congress have never been given before an adequate idea of what becomes of the money they appropriate for yard improvements, except that it is used under certain very general conditions to increase the efficiency and the capacity of the yards. I would like them to get some rough picture at least of the way the appropriations have been transformed into steel and cement, and machines of the latest type, and, having this picture, to understand at the same time what is the purpose of these buildings and the machinery in them; what increased work can be done on account of them and why such increased work is necessary to the Navy.

For convenience in describing the improvements at New York I will use the traditional division of the yards into the departments. The yard which has cognizance and supervision over the construction of the hull of the ship, a great portion of its fittings, and repairs and upkeep thereof, and performs all work under the cognizance of the Bureau of Construction and Repair at Washington, and the depart-

up later as a separate matter, they do not enter to any such important extent into the daily activity of the navy yards.

There are other divisions, of course, such as the Bureau of Supplies and Accounts, which handles storage receipts and issuance of supplies, and a Bureau of Yards and Docks, which is responsible for the maintenance of the buildings and the keeping of the yards in the best possible physical condition generally, as well as the maintenance of the huge power plants needed to operate the machinery in the buildings themselves.

#### NAVY YARD, NEW YORK.

The New York yard is hampered by its situation in the heart of the busiest municipality in the world. Located practically at the foot of the Brooklyn Bridge, it has been almost impossible to greatly extend the territory on which improvements could be erected, though I have twice recommended to Congress the requisition of adjacent land. It has required no little ingenuity to provide space for the necessary improvements. Not only has this space been ingeniously worked out, however, but, at the same time, many faults of arrangement have been corrected. Shops closely cooperating with each other have been either consolidated or brought nearer together. Ways and structural manufacturing departments have been put in close proximity, and in general what was a very bad and unscientific jumble of buildings, grown up at haphazard, has been gradually transformed into as near an efficiently designed plant as the peculiar circumstances of its location would permit.

These improvements in the layout of the New York Navy Yard, and the increase of facilities provided, have resulted in creasing the productive capacity of the yard, so far as the hull division is concerned, over 100 per cent in the last few years.

I have already noted that the New York yard has increased its capacity for modern battleships from one of the old, small type, to four of the largest modern ships of war.

The improvement is really greater than these figures indicate, for in many vital respects the building of a battleship eight years ago was seriously hampered and could only be done under the most expensive and improper conditions. For instance, the mold loft, which is the place where the actual patterns for the frame of the ship are laid down and the preliminary work on the construction of the hull begun, was only one-quarter of the size needed for even the old type, first line battleship. That the New York yard actually did build battleships before 1913, was more a result of the perseverance of the employees in a loyal effort to show that they could do so than as a result of adequate facilities.

While I am trying to avoid figures in this report, I feel I should call attention to the fact that this production improvement of 100 per cent generally averaged throughout all the activities under the charge of the hull division was achieved at an increase in the cost of lands, buildings, appurtenances, and equipment for the purpose, of only 20 per cent. In other words, by adding 20 per cent more to the value of the shops, machinery, ways, etc., we have increased the capacity of 100 per cent.

The largest single new building is the structural shop, 232 feet by 580 feet, and the next largest, which increases the number of feet for

for these improvements. The officers' quarters have been reduced from 83,000 square feet to 64,000 square feet. The receiving bay now occupies but 17,000 square feet, as against 23,000 square feet. The stables have been reduced 50 per cent in size, which has been made possible largely through the substitution of the automobile for the horse and wagon. The boiler shops and power plants, through consolidation and rearrangement, have been reduced between 30 and 40 per cent. The pipe shop has been practically eliminated, and the flag shop, which formerly took up 55,000 square feet, now only occupies 6,200 square feet.

It was evident eight years ago that the need of larger facilities for fabricating steel were absolutely necessary if the yard was to continue major ship construction. The size of these ships was increasing

and the then inadequate facilities were severely taxed. The construction of the *New Mexico* was done under the greatest difficulties, particularly in regard to the essential mold loft work, and the need of enlarging this activity was met by utilizing one floor of the joiner shop and crowding this shop into a very congested space, thereby increasing the efficiency and output of the woodworking trades.

Preliminary plans for a structural shop of adequate size were made in 1914, but it was not until 1917 that the work was actually authorized and the tearing down of the old out-of-date buildings begun.

The new shop, which is 576 feet long and 200 feet wide, is divided into bays of 100 feet each in width. All structural-steel fabrication is now performed in one shop, thereby increasing efficiency of work and production. The shop was fully equipped and in operation in the summer of 1919. The production of fabricated steel was increased from a maximum of 20 tons per 8-hour day to a capacity of 85 tons per day, without using the equipment to its fullest extent.

The capacities of the equipment of this shop are now sufficient to handle all steel plates or shapes used in the heaviest construction and consists of punches for punching rivet holes in plates and shapes; shear shears for cutting metal, presses, frame benders, drills, planers, lathes, etc.

The advantages of such a shop are increased capacity, production

The new mold loft is located on the second floor of the present structural shop and is of sufficient size to allow the efficient and economical laying out of molds and templates for the fabrication of the steel plates and shapes for ship construction. The utilization of the second floor of the structural shop for this purpose results in economy of building and provides a light, airy, and healthful shop for work of this nature. This naturally means increased efficiency and better work. Sanitary facilities have also been provided in this building which were impossible under the old conditions.

The second largest and most important development in the New York yard for new construction has been the enlargement of the old shipbuilding ways and the construction of a new ways for the building of the two new battleships of 43,000 tons displacement. The cost of construction of two similar vessels is greatly reduced on account of the use of plans, molds, dies, etc., for one ship on the other.

The new building ways with the way-structure cranes, etc., for handling material and the new ship construction provide the means of maintaining a well-trained and organized force of mechanics in the yard at all times. When repair work on vessels of the Navy is slack, it is nearly always possible to absorb the repair men on new construction, thereby allowing the employment of a steady force at all times with its resulting economies of small labor turnover, well-trained men, and better work.

For a number of years, it has been recognized that housing the joiner shop in a building separate from the sawmill was uneconomical. The building used for this purpose did not lend itself to the handling of large work. This activity was further handicapped when it became necessary to contract the shop to the first and second floors due to the expansion of the mold loft. Development of the shop was restricted and such changes as were absolutely necessary only were made until the spring of 1920. This shop has now been combined with the sawmill. Combining the two shops has permitted the removal of a number of machines in the sawmill, giving this activity increased floor area which was greatly needed, and reduces the amount of handling by truck and rail; permits the planning of work more economical and better balances the production; and reduces the number of tool rooms. The combining of the shops has permitted combining of departments and reduced duplication.

All machines have been converted to either motor drive or group drive. A modern shaving exhaust system, electric power, has been installed. With the transfer of the joiner shop, a flag-painting section was established in the finishing department and suitably equipped to paint the largest flags made for the Navy. The development of the shop from 1913 to 1920 has required the installation of new machinery and equipment, which has doubled the output of the machines replaced.

The joiner shop in 1913 could handle at a maximum about 80 men. This included mechanics and helpers. We now have an arrangement of machines and benches for approximately 125 men. The present equipment can fabricate any material outside of large spars to meet the Navy's requirements.

All employees have been assigned sanitary steel lockers and adequate washing and toilet facilities have been provided. Machines

are being safeguarded in accordance with the rulings of the National Safety Council. Modern lighting has been installed.

The smith shop is located in an old U-shaped brick building—one leg of the U-houses the drop-forge plant, the opposite leg the angle smith, and the bow of the U the smith shop proper.

In 1918 a 1,500-ton steam hydraulic forging press was installed. The shop now has the necessary machine equipment for forging all types of work used in naval construction.

In 1918 the section of the building which had been formerly used as a steel foundry became available for expanding the smith shop and the drop-forge plant was transferred to this part of the building. This transfer increased the area of the heavy forge shop to 2,500 square feet. The drop-forge plant obtained by this was 19,600 square feet. The shop was laid out on the most modern design. When formerly the work was scattered throughout the building, it was segregated into departments, each department located relative to other departments to eliminate extra handling. Machines were remodeled to permit of the best types of drives, reducing about 50 per cent of the belt drive. Furnaces adequate for continuous forging were installed. The equipment has a range from 450 to 4,000 pounds. All articles of drop forgings can be made in the shop. A machine for rolling liners has been purchased, increasing the output 400 per cent.

The capacity of the drop forge plant previous to its transfer was approximately 300 forgings per day of 8 hours. The present shop has a capacity of approximately 1,500 complete forgings per 8-hour day. The old shop was not able to complete the forgings on account of the unbalanced condition and illogical location of the machinery.

One of the most striking examples of improvement in producing a standard manufactured article has been the development of the flag staff. In 1913, this shop was producing on an average about 15 to 20 flags a day with a force of approximately 25 persons. All operations except the sewing of the several strips together were done by hand. Each machine was independently motor-driven and some of great power. There were about 25 of these machines. In 1917, a thorough investigation of this activity showed that the output could be materially increased by adapting modern machinery and eliminating many of the hand operations. A layout was adopted that provided for a progressive and continuous operation of the flags from start to finish.

The machines were grouped in units of five and driven from line shafts, each group being furnished power by one motor. This not only cut down the power consumption but the increased size of motor reduced the maintenance charges. The increase in production resulting from the changes brought the production up to 200 flags per day, an increase of 1,000 per cent. The shop has facilities to manufacture flags of any nation or code. The development of this activity was so thorough that no additional improvements, except of a minor nature, can be made.

Several new grinding mills and one additional turn mixer have been purchased since 1913 for the paint factory, the mill replacing an old mill worn out in service. The mixers were additional. The department is capable of manufacturing the common mixtures of paint.

Previous to 1918 the longest piece which could be galvanized in the galvanizing plant was about 10 feet in length and about 21 inches square; articles above this size were galvanized by contract with commercial concerns. The equipping of the new plant provided for all tanks and the furnace to be 16 feet in length. This eliminated the necessity for contract work. This shop is capable of an output 100 per cent more than the former shop.

The gas plant is located in the east end of building 10 in what was originally the pumping station for Dry Dock No. 1. In 1913 the plant generated daily about 3,500 cubic feet of oxygen and 7,000 cubic feet of hydrogen. To meet this requirement it was, however, necessary to work the plant 24 hours a day. During that year pipe lines were laid to the steel fabricating shops to provide gases continually and eliminate the handling of cylinders. The yard's consumption was about 10,000 cubic feet of oxygen. There was a surplus of hydrogen which was discharged into the atmosphere. A high-pressure oxygen compressor was installed for bottling oxygen under high pressure which gave longer life to the contents of a cylinder and provided higher pressure for heavy cutting.

The acetylene plant was overhauled and a new generator installed.

In 1915, 25 additional oxygen generators of an improved type were installed. This equipment has been added to from time to time until the generator room will no longer permit of an increase. There are at present 75 generators.

With the construction of the new structural shop, started in 1918, pipe lines were laid to this shop and a hydrogen line to the smith shop. All spare hydrogen is now used in firing tool-treating forges.

In the early part of this year two 3,000-cubic-feet gasometers for storing hydrogen and oxygen were installed. This installation made possible the generating of gas 24 hours a day and during the working period drawing it direct from the gasometers. The present output of the plant is 5,400 cubic feet of oxygen and 10,800 cubic feet of hydrogen. The hydrogen output is still insufficient, and it has been necessary to purchase approximately 50,000 cubic feet per week for four years.

A number of improvements have been made in the plumbing shop. A universal template machine was installed in 1915. This equipment permits the forming of bends and irregular shapes and testing them in the shop, eliminating the delays caused by taking the parts to the work under the trial-and-error method. Approximately 100 per cent increase in production is obtainable with this equipment. During the same year a pipe flanging and expanding machine was purchased and installed. This machine eliminated all handwork in cutting and expanding pipe into flanges. In 1917 the pipe cutting and threading department was modernized by replacing all slow-moving pipe machines by high-speed motor-driven machines, which were capable of increasing the output 100 per cent. The shop equipment was further improved in 1919 by installing a metal band saw, eliminating practically all handwork. A tube and pipe bending machine capable of bending brass tubing up to 4 inches in diameter has been installed. This machine is capable of bending in approximately 5 minutes tubing which by the old methods required anywhere from 30 minutes to 2 hours, depending upon the skill of the mechanic.



The health and welfare of the employees have not been overlooked; locker and washing facilities, together with toilet accommodations, have been provided.

The increased facilities of the machinery division may not be measured by the ability of that division to provide its proportion of the equipment of war ships, for it has reached beyond that stage to a point where the manufacture of main engines only becomes an incident in the work of the division. This division now repairs steam, electric, and oil engines and auxiliaries of any type, manufactures metal parts of all types of naval equipment, tests and inspects equipment which is purchased, and is prepared to manufacture, at a reasonable cost, any material except wire and except steel castings, which can not be purchased at satisfactory terms from outside contractors. For this reason the various activities of the division must be taken up separately and discussed from their own point of view.

The offices of the machinery division in building No. 27 have been greatly improved by adding two separate extensions allowing an absolutely necessary expansion of clerical and drafting work, without great increase in force, greater and better record-keeping facilities and better shop management. While the clerical and drafting force in these offices is much the same and in other cases only slightly increased since 1912, consolidation and better facilities have resulted in an ability to handle over 100 per cent increase in business without confusion. Increased space, improved lighting, better sanitary conditions, and an improved system have all contributed to an increased ability estimated as follows:

Clerical and correspondence section, 20 to 100 per cent.

Shop and outside superintendent's office, 100 per cent.

Ordnance office, 20 per cent (now handles manufacture of ordnance material for the entire Navy, where formerly only repairs and alterations were made).

Electrical office, 200 per cent (now capable of fabricating drive for main engines of battleships).

Job order and material section, 100 per cent.

Engineering drafting room, 200 per cent (when fully employed and with sufficient force).

Ordnance drafting room, 500 per cent (when fully employed and with sufficient force).

Blueprint room, 200 per cent (with reduced force).

Cost of improvements, \$70,000.

Estimated annual saving under normal conditions, \$20,000.

Increase in capacity, estimated about 100 per cent.

On the ground floor of the pattern shop are manufactured most of the patterns used for steel, iron, and nonferrous castings for the hull division.

The following additional tools have been installed on the ground floor of the pattern shop: One band cross cut saw, two planers, two band saws, two disk and spindle sanders, two lathes, and one wood lathe.

The following tools have been purchased and installed on the upper floor of this shop: Three joiners, one sander, disk and spindle, one 38-inch band saw with attachment for resawing lumber, one planer, and four bench planers.

These tools have greatly increased the facilities of the shop for doing work. The bench planers have decreased the work of installing wood in shaft bearings by at least 20 per cent. Other machines have increased the capacity based on the same number of men by at least 5 per cent, and a still further increase in capacity is expected when a new Universal Woodworker, purchased and paid for, is installed in the space now occupied by the washroom and locker room. It is believed that the expenditures on this shop, have increased the total output of the pattern shop at least 10 per cent.

The following tools have been purchased and installed in the machine shop and the additions thereto:

Engine lathes.....	83	Turret lathes.....	12
Fox lathes.....	5	Shapers.....	17
Planers.....	3	Slotter.....	1
Horizontal milling machines.....	5	Vertical millers.....	4
Milling planer.....	1	Gear cutters.....	2
Vertical boring mills.....	13	Horizontal boring mills.....	3
Drill presses.....	21	Grinders.....	5
Hack saws.....	7	Annealing furnaces.....	3
Magnetic separator.....	1	Electric welders.....	2
Akinoff bal. outfit.....	1	Crank pin machine.....	1

In order to install these tools it has been necessary to increase the size of the floor space to the shop. This was done by extending the westward wing of the shop 235 feet and installing in this extension two 30 by 350 foot galleries and overhead crane tracks as fitted in the westward shop and by the roofing over of the courtyard space between building No. 28 and building No. 128. By these means about 2½ acres of floor space were added to the machine shop, allowing the installation of machine tools as indicated in the list.

The addition of these machine tools has increased the capacity of the machine shop 100 per cent and has increased the actual output under peace conditions 30 per cent.

Among the tools listed above are certain tools and equipment for which special funds were allowed for development. The principal of these being the crank-pin turning machine and the rack tooth cutter installed in the old building and the courtyard. There was installed in the west wing one new 40-ton crane. This was necessary in order to handle extremely heavy material incident to the construction of engines for new ships and the repair of large machinery.

The construction of the courtyard roof and flooring has allowed the removal of steel pipe bending and flanging machinery, heat treatment furnace, and platens used for pipe bending to this space, thus freeing the extension of the boiler shop and allowing much needed space for the construction of new boilers. In addition to this there is installed in this courtyard a section of automatic screw and bolt cutting machines, power hack saws, and other manufacturing machines are being gathered together in close proximity, allowing of a systematic manufacture of material for new construction and repair.

The shop, store, and tool room has been greatly increased, expanding into the courtyard. Prior to the increase of space facilities for the handling of tools were cramped and bad, resulting in there being insufficient equipment of tools or insufficient access to

tools. This congestion is now relieved and a more systematic storeroom exists. In the year of 1912 and 1913, the construction of heavy duty Diesel engines for the *Maumee* was authorized. This involved the building of foundations and tunnel for this work and the purchase of electric brake machinery. This machinery was purchased and charged against the cost of developing and building the *Maumee's* engines, as further work of this class was not expected at the time. This installation has, however, proved of inestimable value to the machine shop in the construction of engines for submarines during the recent emergency and for the test of engines taken by this Government from Germany.

There have been installed in the new wing of the machine shop two new 10-ton cranes with 67-foot span in order to avoid delay in operations which have added considerably to the expedition of the work in the shop and consequent reduction of cost. Two electric platform trucks of sufficient capacity to handle all material have proved their value, most particularly when work is of an urgent nature and must be transported quickly about the shop or from the foundry.

One of the most important increases in the facilities is the testing station for all valves, cylinders, piping, and similar material, in the space allowed by removal of tools to the new wing of the shop. Formerly the shop was equipped with one testing table and a high-pressure boiler of small capacity. It was entirely impossible to test safety valves satisfactorily at any time or to test large castings, valves, and other manufactured and repaired articles, to the capacity of the rest of the shop. The equipment has now been increased to include three regular pressure testing tables, one special pressure testing table, and one capacity testing table, primarily for safety valves. Safety valves can now be tested under conditions similar to those obtaining on board ship, and now leave the shop ready for installation without further adjustment. Other work can be tested as fast as it is supplied by the machine shop and the equipment will allow of the test of practically any manufactured article.

It is entirely impossible to give a figure as to the actual sum saved by added space and the installation of new tools and equipment. From experience of officers and masters at this shop, it is believed that considering the fact that the labor has greatly increased in cost, a larger quantity of work can be done per man-day in the machine shop by about 2 per cent than could be done per man-day with the old equipment. This would amount to an actual saving of about \$1.00 per day. There is no question but that the volume of work passing through this shop has increased by 120 per cent, whereas the rest of work has only increased by 100 per cent, a large percentage of which increase can be directly attributed to the increased cost of labor and material.

The foundry at this yard, although having the largest output in volume of metal of any foundry under naval management is of an extremely antiquated design and construction, having been built in 1865, and having been improved since that date only by construction of minor outbuildings, raising of the roof, and the installation of electric traveling cranes, one of 20-ton capacity. The roof of this building was raised 12 feet on the south side, resulting in increased ventilation of the shop which was very urgently needed. A ventila-

tion system was installed and somewhat improved the ventilation in the shop.

In the equipment of the foundry the following machines have been added: In the iron section, one band saw, one swing saw, one annealing furnace in building No. 23, four molding machines, two sand mixers. These machines have increased the capacity of the foundry to a very considerable extent. It is estimated that one of the molding machines can do the work of four floor molders, resulting in decreased cost of molding and increased capacity of the foundry to that extent. The annealing furnace allows the foundry to treat castings and manufacture castings of a type which could not be handled prior to its installation. The band saw and swing saws reduce the handwork necessary by about 80 per cent. In the brass foundry the melting capacity has been increased by three melting furnaces of about 8,000 pounds to a melt; five molding machines, each one of which is capable of doing the work of from three to four molders; four core ovens which have increased the capacity of the core shop to allow it to keep pace with other activities in the foundry; one centrifugal casting machine which was developed and manufactured from scrap material and permits the turning out of material of a quality which could not be obtained from any other source prior to its installation. The development of centrifugal molding incident to the manufacture of this machine has already resulted in vastly improved material for piston rings of small sizes, for valve seat rings, piston bearings for submarine boats under construction, and other similar material. It is believed that further development of this molding system will result in providing the yard with composition liners for pumps and sleeves for shafting exposed to salt water at a cost of less than one-third of their present cost. This is incident to the installation of the present equipment. Three additional centrifugal molding machines are now being installed. Their capacity each being larger than the small original installation. It is believed that they will pay for themselves in reduced cost of production in less than one year's time. The removal of the copper shop has resulted in increased floor space in the amount of 7,600 square feet for the manufacture of cores, which heretofore seriously interfered with other activities.

In 1912 the average output of all castings per man per hour was between 5 and 6 pounds and when work is on hand for all molding machines it has now reached 10 pounds.

The copper shop of this yard has been moved from building No. 29 to building No. 123, a new floor being constructed in building No. 123 for this purpose. This has resulted in an increased floor space from 6,921 square feet to 12,121 square feet. The copper shop had become so cramped that it was entirely unable to turn out the necessary work for repair and construction at this yard and workmen continually interfered with one another in their jobs. The additional floor space provided by this change has afforded facility for the manufacture of copper pipe for new construction and for the repair of copper pipe, which is limited only by the ability of this yard to secure labor.

In addition to the actual working floor space, it is now possible to provide a small storage yard for material which is under repair or awaiting its inclusion in construction work, and space for vats for treating of all copper work. A 1-ton jib crane and mono-rail system

was installed which removes the necessity of sending all copper pipe to the machine shop testing plant and possible return to the copper shop for further work. Two gas torches for soldering irons and four gas torches for brazing have been installed, increasing the facility of the shop. Cradles for lining all coffee urns and galley coppers have been designed and installed.

It is estimated that by the improvements listed above the capacity of the copper shop has been increased at least 75 per cent and, were labor available, at least 100 per cent.

The test laboratory established for test and standardization of purchased material has been greatly enlarged, expanding into space formerly occupied by radio offices.

The administration office has been remodeled by removing two fire walls and substituting glass partitions, thus making one large ventilated room in place of three small rooms. The testing machinery in the small rooms was reinstalled in other locations, thereby permitting a proper system of maintaining records and files and furnishing space for additional clerks and stenographers. This change permitted about 200 per cent increase in office and administrative work.

The instrument room was thoroughly overhauled, painted, rewired, and new motor generators, switchboards, and power facilities installed. A complete outfit of standard electrical meters of all types were purchased for correct measurements of all forms of electricity.

The general test section was renovated and all dangerous and obsolete electric circuits removed. New switchboards were installed for testing of small electrical devices. A new high-voltage panel was built and an entire reinstallation was made for high-voltage testing.

The test-plate section was thoroughly overhauled and obsolete switchboards and generator sets were removed. New panel control boards were manufactured and a new 50-kilowatt motor generator set was installed in addition to previous power sets. New instruments, gauges, and devices were added to increase the facilities about 200 per cent for testing steam and electric machinery.

The storage-battery section was completely rearranged to increase the capacity about 400 per cent. A new 30-kilowatt motor generator was installed to increase the ampere capacity to about 6,000. New switchboards and large rheostats were built to handle the largest submarine storage batteries, while the rolling platform was rebuilt to withstand the increased weight of the newest type of cells.

The thermometer and gauge testing section was rebuilt and a new wall partition supplied. Modern testing tanks, pumps, ovens, and standards were built or purchased, thus permitting the inspection of a large quantity of materials.

The gyro-compass section was originally filled with one small test platform. This was abandoned for three large machines and an entire new section of the laboratory was fitted up and improved to test three gyro compasses at one time. New switchboards and controls were built in the laboratory to meet all requirements.

The photometer and searchlight section was completely rebuilt, painted black color, rewired, and a complete electrical testing department established to test searchlights and all illuminating devices. New switchboards and power devices were installed while the newest scientific instruments were purchased and imported for accurate investigations.

It is considered that since 1912 the laboratory has been increased in facilities for testing about 500 per cent in quantity of material, about 1,000 per cent in number of kinds of materials, and about 1,000 per cent in the accuracy and methods of correct analysis and measurements of engineering materials purchased under contract submitted for suitability for naval requirements.

For many years there has been felt at this yard the need for a manufacturing shop for light material, as the present machine shop is designed primarily for repair and upkeep of machinery and the manufacture of large and small engines. There are at this yard approximately 1,500 requests for manufacture from the supply division in the course of a year. In addition to this there are manufactured a great many parts of improved ordnance equipment. Under former conditions this work had to be done, as far as it could be done at all, in the machine shop of this division, which was primarily a repair and engine building shop. In 1917 it was decided to install in this yard a building for the manufacture and repair of small material, including the manufacture of new apparatus for battleship fire control. A new building was designed and constructed with floor area of 5 acres for six floors, which was equipped as a light machine shop and to carry in it spaces for the ordnance, electrical and radio sections of this division. In view of the fact that the primary manufacturing facilities of this building were to be devoted to the manufacture of material under cognizance of the Bureau of Ordnance, there was supplied for the equipment of the building certain tools originally installed or designed for installation in the ordnance manufacturing plants at Dayton, Ohio, and Bridgeport, Conn. Their installation, therefore, in view of the fact that they had already been purchased for installation in these plants, was not an actual charge against the navy yard. It is practicable now to manufacture, in competition with any production plant in this country, all of the equipment necessary in the fire control system of a battleship, with the exception of the actual wire. Any demand within present or prospective needs of the Navy can be made in this shop, and in addition to its value in reducing the cost of material which must be issued to the Navy, its capacity is a preventive against tremendous future expenditures for manufacture of absolutely essential equipment should war again occur.

The ground floor of this building is equipped with machine tools as follows: Heavy boring mills, screw machines, large lathe, plain and turret lathes, one large hydraulic press, 84-inch gear cutter, and vertical boring mills.

These tools, needed for the heavier portions of light machine work, were installed here to prevent the removal to the heavy machine shop of any of the production work of the ordnance section. This floor is also equipped with overhead traveling crane of 5-ton capacity, which is considered amply large to handle any material which would be handled in a light machine shop.

On the second floor of this building equipment is installed for the manufacture of the lighter parts of ordnance equipment, consisting primarily of lathes, shapers, drill presses, gear cutting machine, rapid production machines, bench lathes, engraving machines, fitting this floor for rapid production work of light material and for the assembly of same. Monorails and turntables with 2-ton chain hoists

ured an of the special equipment for installation on ships of the y which can not readily be purchased from outside concerns, specially equipped to provide it. All repair work on electrical ipment which comes to this yard is undertaken in some division his shop. Here will also be manufactured all the electrical pment for the electric main engines of battleship *No. 50* and there facilities for another set of similar engines and with careful arment a maximum capacity of four main engines for ships under struction in the yard could be reached.

he third floor of the electrical shop is partly occupied by the inment room. In it repairs are made to electrical, optical, and igational instruments of all kinds. The manufacture of special aratus of an experimental character is also done here. The tool pment consists of 12 machines, lathes, drilling and milling hines, grinders, and buffers.

here are 46 machine tools on the fourth floor, consisting of es. milling machines, coil-forming machines, shapers, drills, rs, and saws. The equipment of this floor also includes motor ator sets and switchboard for testing purposes, bake ovens, etc. work carried on covers repairs to radio equipment, the building antennae and of illuminating outfits for ships, engravings, repairs enerators and motors and to their controlling apparatus, the ling of generators and motors and of their controlling apparatus, repairs to ignition equipments for gas engines.

n the fifth floor there are 162 machine tools, consisting of lathes, ing machines, shapers, punch presses, drills, saws, emery grinders, ng wheels, and shears. The work performed is the manufacg and repairing of electric fittings and appliances of a general acter, the manufacturing of switchboards and the repairing of hlights. There is also on this floor a dipping, buffing, and ing room, with its equipment.

he sixth floor is devoted to the electrical drafting room and o material office, including the office of radio material officer of hird naval district and the radio officer of the navy yard, New k. The electrical drafting room formerly housed in building

The increase in facilities due to the construction of this building are approximately as follows: Light machine work, 200 per cent capacity; ordnance work increased from nothing to facilities for manufacturing of all special ordnance equipment required by the naval service; electrical manufacturing and repair equipment, 100 per cent; electrical drafting room, without counting facility for expansion increase in capacity, 50 per cent; increase in filing system of electrical drafting room, capacity 200 per cent; radio material office, increase in capacity, 200 per cent.

The principal increase consists in ordnance manufacture, as stated, and in the ability to build electrical reduction gear for battleships which could only have been undertaken with the greatest difficulty prior to the building of this shop.

A new building has been erected and fitted as a storage-battery service station and operates as an adjunct to the electrical shop with a great economy of work.

The power plant in the navy yard has been greatly increased in the last eight years. In the engine room, the capacity has been increased from 4,000 kilowatts to 6,000 kilowatts. This has been done by the removal of one 500 vertical turbine and the installation in its place of a more modern set of 2,500 kilowatts and the alteration of auxiliary machinery to increase its capacity to correspond to the other units.

The pneumatic plant has also been greatly increased by the installation of one 8,000 cubic feet per minute turbo air compressor, making the increase in pneumatic power a full 60 per cent.

In 1919 the hydraulic plant, which has been a great source of worry, was removed from the power plant and four 150-horsepower electric-driven hydraulic pumps were installed in the courtyard of building No. 128, more than doubling the capacity of the plant. Auxiliaries were ordered as follows:

Three duplex pumps of 200-cubic-feet capacity were removed and two turbine-driven centrifugal pumps, each of 2,500-cubic-feet capacity, were installed in their place, resulting in a considerably greater economy.

Three vertical closed-type feed water heaters were removed and two open-type installed in their place, greatly increasing the economy.

Two duplex feed water pumps were removed and two centrifugal turbine-driven pumps of considerably greater capacity were installed.

The installation of new machinery and the increase in power demands of the yard, together with the deterioration of old material which had been in use beyond its natural life, called for the following alterations and repairs in the boiler room: Installation of 12 underfeed stokers, increasing the capacity of the boiler plant from 7,680 brake horsepower to 12,800 brake horsepower. In 1920 there were placed in service in the extension, which was built to the boiler room, four 600 horsepower water type boilers, equipped with underfeed stokers; one hydraulic stoker; one additional coal stoker of 700 tons capacity, and one steam jet ash-ejector system, making the total increase of boiler horsepower during this period from 7,680 to 18,800 brake horsepower and the coal storage facility has been, at the same time, increased from 1,000 to 1,700 tons.

In anticipation of a possible breakdown or failure of the power plant to operate, from lack of fuel, an emergency station with a capacity of 2,000 kilowatts, equipped with two motor generator sets,



for which the power can be furnished by the Brooklyn Edison Co., was installed in the yard. The direct current supply station equipment has been improved by the installation of five 300-kilowatt motor generator sets and four 200 motor generator sets, distributed to the best advantage throughout the yard. These sets supply current to the various yard departments and vessels under construction and repair. The electrical feeder system has been reinforced throughout the yard so as to efficiently supply the general power demands. A modern system of flood lighting around all dry docks has been installed, allowing work to be prosecuted on vessels in dock both day and night. The old series arc lamp system of street lighting has been replaced with an economical modern system using nitrogen gas filled bulbs.

Expenditures on this alteration show a greatly increased efficiency in addition to added power facilities, and it shows an actual benefit to the navy yard of an increased capacity to the power house of 2,000 kilowatts per hour.

A building was constructed in 1917 for the cleaning of castings which had heretofore congested the foundry and foundry yard to the obstruction of actual work. It is provided with one sand blasting room and outfit and one sand blasting machine with chipping hammer, circular saw and grinders, shears and industrial rail for the transportation of castings, at a total cost of \$18,513.85. The installation of this building has not only reduced the cost and increased the facilities for cleaning castings to the extent of about 50 per cent reduction in cost, but has also cleared the foundry making room for other activities and greatly increased the possible output of clean castings from the foundry.

The increase in the boiler shop consists primarily of the installation of electric welding apparatus, one 7-spindle drill press, hydraulic riveting machine, two power hack saws, and the removal from the shop of plate-planing machine.

The principal increase in the work of this shop has been in electric welding, the installation of electric welding machinery having reduced necessary boiler repair work about 40 to 60 per cent. All repairs which were formerly made by patching, with the exception of a very few, in which patches are still considered the best practice, are now made by electric welding. Eight machines are kept constantly busy at this work which, in addition to boiler work, includes the repair of steel castings which were found slightly defective. It is believed that the welding machines have saved their cost to the Government in the replacement of steel castings alone since they were installed through the ability of the navy yard to repair for transport use all of the damaged German ships which were commandeered at the beginning of the war. The material value from a military standpoint of these machines can not be estimated and it is considered that their work was to the greatest extent responsible for the credit derived by the Navy from the recent war in the rapid repair of the engines of the German ships which were sabotaged by their crews. The acetylene welding capacity of the boiler shop has also been increased from one welding torch to eight torches—cast-iron repairs being done principally by this method through the lack of a preheating furnace hinders this work to some extent. Repairs by acetylene welding have resulted in tremendous saving

to the Government, which can not be figured exactly although it is estimated at many thousands of dollars.

Since 1912 the following additions and improvements have been made to dry docks and water front in the navy yard: Final completion and opening Dry Dock No. 4; Pier E (new), 500 by 60 feet; Pier F (new), 500 by 60 feet; Pier D (extension), 550 by 75 feet; Pier C (new), 700 by 80 feet; and removal of old Cob dock.

With the extension and improvements to the water front as above noted, the yard is now capable of berthing 11 capital ships and 4 battleships of the second line. The removal of the old Cob docks and dredging out of the basin has also greatly improved the docking and berthing facilities of the yard by permitting free entrance to all dry docks.

In 1912 the berthing facilities limited the yard to approximately six capital ships only.

An apprentice school was established early in 1917 and was assigned quarters on the top floor of building No. 14. This school is conducted by the New York City Board of Education in cooperation with the Brooklyn Navy Yard. The board of education provides seven instructors and the navy yard provides supplies, necessary equipment for the school, clerical help, and also one disciplinary officer.

At present there are about 275 apprentice boys, the maximum number at any one time since this organization started being 400.

Each boy is given 8 hours schoolroom instruction per week and 36 hours actual work at his trade.

Building No. 14 is so fitted up on the second floor as to provide space for the schoolroom work.

In 1912 the supply department had under its cognizance buildings with a floor space equal to about 15 acres, accommodating stores of every description needed for the operation of the fleet and navy yard, in which were stored material and supplies valued at \$3,000,000.

In 1920 the department had buildings located within the navy yard with a floor space of 25 acres and without the navy yard of 5 acres, storing material valued at \$38,500,000, an increase of 100 per cent in the storage facilities available. Even with this large increase in the space assigned for storage purposes, it would have been impracticable to properly care for and move expeditiously the vast quantities of material involved were it not for the improved facilities that were made and are now available for its handling.

In place of several comparatively small, antiquated structures, there is an 11-story modern concrete building which is used as the central office and for the storage of miscellaneous stores, with a floor space of over 16 acres and equipped with 7 freight and 2 passenger elevators and with the most modern fire protection.

The modern chemical laboratory, with every facility to conduct the various tests necessary, has replaced the old building that was used for this purpose.

The greatest efforts were necessary to provide adequate and suitable storage for the tremendous quantities of material accumulated during the last four years but it may be said that this was accomplished and that at no time was it necessary to leave material in the open that was subject to deterioration when exposed to the weather.

## PHILADELPHIA.

In no yard has there been such a great development in construction facilities as at Philadelphia. Situated as it is in the heart of the great shipbuilding district, and with ample land for expansion available, it was logically the yard to be most relied on for the building of large ships. Particularly as a skilled labor market in Philadelphia for shipbuilding was at its very gates. In the carefully thought out general plan of development of the Navy shore stations, therefore, to Philadelphia was given the 2,900-foot building way for battle cruisers, the only ways large enough for these boats on the east coast. Previous to eight years ago, there was absolutely no building facilities of any kind for ships at Philadelphia. In the old days of wooden walls, the Philadelphia yard had been so used, but since the advent of steel, shipbuilding had been entirely discontinued. And while small boats, such as tugs and mine layers, had been accommodated its main usefulness was as a repair yard and general supply depot. In addition to the two large ways, one building slip of 500 feet for auxiliary craft, and two small ways of 200 feet each have been provided.

A dry dock of 1,011 feet has been constructed and while not entirely finished, will be completed early this year. A fitting-out pier of 1,100 feet long has also been built here, enabling the large battle cruisers to tie up alongside after they have been launched.

A thoroughly modern and entirely new ship-fitters' shop, 320 by 700 feet, containing 135,000 square feet for machinery of the most improved type, is one of the outstanding features which necessarily accompany the decision to build the very largest vessels of our Navy there.

Enormous fitting-out cranes make the shipbuilding facilities of this yard almost ideal, and it is the model building yard of the Navy, having no old buildings to consider in relation to installing the shipbuilding facilities it was possible to design new and scientifically arranged structures, particularly suited to the work of the plant.

The foundry was also increased from 18,000 square feet to 164,000 square feet, and will be the great steel foundry center for all of our needs.

Other new buildings include a machine shop of double the space of that previously existing, a power plant of three times that of the old power plant, a boat shop of four times the size of the old boat shop, a new mold loft of 70,000 square feet, and a structural shop, nearly new, of 118,000 square feet. In addition, pattern shops, galvanizing plant, oxyhydrogen acetylene plant, a turbine construction plant, and numerous miscellaneous buildings have been erected during the past eight years. The general storehouse capacity has been increased from 200,000 square feet to 850,000 square feet, and the special storehouse capacity from 84,000 square feet to 949,000 square feet. Blacksmith shops have been increased seven to three times their former size.

The manufacturing specially assigned to Philadelphia includes the building of aircraft, and there is no aircraft factory in the United States better equipped or turning out better work than that at the Philadelphia yard. Keenly alive to the necessity of supplementing

private aircraft construction by building special types of planes for Navy use, the department has spared no reasonable expense to make this aircraft factory a model of its kind. It has at present a yearly capacity of from 4,000 to 5,000 small planes, or about 1,000 of the large bombing airplanes.

In 1913 major repairs to hulls of battleships could not be made at the Philadelphia yard. Now nothing is beyond its reach, and the same may be said of the main engines and turbines as well as turret machinery. It is also now completely equipped for the repairing of the engines and auxiliaries of transports, fuel ships, destroyers, mine layers, and submarines, and can make minor repairs in the electrical equipment of ships of all sizes.

As in the New York yard, which has been described in detail as a typical yard, with these new structures has gone, hand in hand, new machinery and a vastly increased capacity for production.

#### NORFOLK.

Norfolk has been completely remodeled, brought up to date, and ways for battleship building constructed. In addition, a 350-foot way has been provided for destroyers. In 1913 Norfolk was without facilities for construction of either the engines or the hull and fittings of battleships. Now it can do both.

Having in mind the general scheme of development of navy yards, and the making of Norfolk the greatest rendezvous for the fleet on the east coast, special attention has been paid to equipping it for repairs of major as well as minor importance, to Navy vessels which may be damaged in war time or by accident.

A fitting-out pier, 100 by 1,000 feet, at which the battle cruisers can be tied up and thoroughly gone over, has been provided, as well as a thousand-foot dry dock for their accommodation.

The Schmalley tract has been used for the erection of new and up-to-date shops, including a machine shop 160 by 600 feet, a pattern shop of 126 by 211 feet, a structural shop and steel storage shed 634 by 340 feet, a galvanizing plant and oxyo-hydrogen acetylene plant, and a power plant 100 by 270 feet.

The establishment of the naval base, which is entirely distinct and some distance from the Norfolk Navy Yard, has permitted a reduction in general storehouses of a hundred thousand square feet and the new foundry, which now ranks the largest in our navy yards, is over five times the size of the old one. The machine shop capacity has been doubled in size as well as the pattern shop and the joiner shop, and a mold loft with 69,000 square feet provided. The sail loft has been trebled in size; and the sheet-metal shop increased to four times its former dimensions. In the same way, the ship fitters' shop now has 217,000 square feet as against 36,000 eight years ago.

Amongst the special manufactures at Norfolk may be noticed the building of gasoline engines for small boats, which has been most successfully undertaken here.

A floating crane of 150 tons is now one of the features of this yard, and no effort has been spared to develop it as a yard capable of taking care of the greatest possible number of vessels of the fleet, having in mind the general purpose to use Hampton Roads as a base and rendezvous.

## BOSTON.

There were no facilities whatever for shipbuilding in Boston eight years ago, and while, for many reasons, it is not suitably situated for battleship construction, ways have been provided and auxiliary vessels up to 450 feet in length have already been successfully constructed at this yard.

The Boston yard can now also build, if desired, destroyers, mine layers, submarines, and small boats of all kinds. While no battleships can be constructed here, major repairs to the hulls of the largest ships which could not be undertaken eight years ago are now possible, and electrical equipment for ships of all sizes can also now be made at this point.

At South Boston the Navy has taken over the great Commonwealth Dry Dock of 1,170 feet, the largest dry dock in the United States, which will accommodate our largest battle cruisers with length to spare, and various structural shops will be erected at this point, where major repairs can be undertaken on these vessels.

Space is so limited at Boston as to prevent many new buildings being erected. Machine-shop floor space has been increased in area from 57,000 square feet to 131,000 square feet. The coppersmith shop, a very necessary part of any yard capable of major repairs to battleships, has been increased three times its former size, the boiler plant doubled in size and capacity, and a wireworkers' and shipwrights' shops erected. To make these improvements required considerable thought and rearranging of space, partly by the reduction in the floor space allotted to the toolmakers, carpenters and joiners, sawmill and spar shops.

The Boston yard is the only yard manufacturing rope and cordage for the Navy, although this industry is for the present dormant, owing to the large amount of material prepared during the war.

Boston is also the chain-making yard for the rest of the Navy, and the finest chains in the country are forged here. Many interesting problems in connection with the mooring chains for the new battleships have been successfully worked out at this yard during the last eight years, for a heavily armored ship, such as our battle cruisers of 900 feet or more in length, has such tremendous momentum when underway as to require anchoring chains of a strength and size hitherto unprecedented.

Boston is also highly specialized in the manufacture of auxiliary pumps of all kinds, and further development is planned along this line.

## PORTSMOUTH.

Portsmouth, as has been stated in the general survey of the yards, has been devoted primarily to the construction of submarines, and most gratifying results have been achieved in this line.

This yard is a striking example of how a navy yard can be made not only useful but indispensable by a proper plan and proper thought. No yard seemed as hard to fit into the general scheme of things as the one at Portsmouth, and eight years ago it had been practically determined to abandon it entirely. However, the advent of the submarine proved the solution to the problem, and the Portsmouth

yard is now one of our very important stations, although now approaching the size of the yards at New York, Philadelphia, Boston or Norfolk.

Two small building ways of 250 feet have been adopted for submarine use, and four new building slips of 340 feet each erected. These slips are interesting as being entirely under cover, which permits a certain amount of secrecy in construction if so desired.

If occasion warrants, destroyers can now be built on these ways although no destroyers are now planned for construction. As to the northernmost yard it seemed wise to increase as well the facilities at Portsmouth so as to include the construction of fittings for battleships as well as all smaller types. Repairs can now be made to both the engines and hulls of ships of all types. This is important should action take place too far north for a crippled ship to reach the yard farther down the coast.

The lack of dry dock facilities would prevent major repairs to the hulls, and the yard is not equipped for major repairs to the main engines and turbines of our largest battleships, but minor repairs can be made which, in all probability, will permit the ship either to resume its place in line of battle, or at least to safely make the Boston yard, lying not very far away.

A machine shop extension of 85 by 250 feet has been erected as well as a foundry extension, 60 by 150 feet. General storehouse capacity has been increased by 500,000 square feet, and special storerooms 126,000 square feet erected. A coppersmiths' shop has been enlarged to five times its capacity of eight years ago, and machine shops doubled. The rigging loft has been doubled in size, and the ship fitters' shop increased from 34,000 square feet to 134,000 square feet. The spar shop has doubled in capacity.

Portsmouth has been made the central naval prison, and the reductions in the prisons of other yards have been followed by a doubling in size of the naval prison at this place.

Mention has already been made of the use of Portsmouth as a point where the scrap metal, other than iron or steel, was shipped from all navy yards, to be sorted, brought up to specification, melted down to pig, and reissued for use at all yards. The smelting plant, while not large in size, has saved several million dollars during its short existence, and has proved one of the most profitable innovations made during the last eight years.

#### CHARLESTON, S. C.

Charleston, which has been made the destroyer yard for the southern portion of the Atlantic coast, had no shipbuilding facilities eight years ago, but has now one building way of 360 feet, and three ways of 385 feet, for destroyer construction. The improvements in the yard have been largely along such lines as would permit of the construction and major repair of destroyers and craft of smaller size. While minor repairs to the auxiliary machinery of battleships can be made here, and small parts constructed for them, there has as yet been no attempt to provide any real capacity for such work. A new pattern shop, 62 by 170 feet, has been erected, and a machine-shop extension, 25 by 320 feet added. An oxy-acetylene plant has been also erected. General storehouses have been increased from 105,000

3 square feet, and special storehouses increased to five times previous capacity. A boiler shop space of 25,000 square feet, when arranged, the foundry doubled in size, and the mold loft doubled in dimensions.

#### NEW ORLEANS.

General plans do not include any considerable expansion of New Orleans, which is not needed as a building yard or for the handling of large vessels. Many minor improvements have been made, however—a general storehouse space of 34,000 square feet, a small cal ship is one of the new things at New Orleans, and the foundry has been somewhat enlarged, as well as the machine shop. A gun shop, blacksmith shop, boat shop, and numerous small shops of various kinds have been installed to take care of repairs to the scouting craft which will be sent there under various emergencies and the yard has been kept busy upon repairs to river vessels coming to the Army and some private shipping firms who are at facilities in that vicinity, doing a work of great importance for naval ships operating in the Gulf and to merchant ships.

#### KEY WEST.

Boiler plant substation at the Key West station has been increased to about five times its former size, and a small joiner shop added. As has been stated, Key West is not intended for more than a marine base and small repair yard for the small craft operating in the entrance to the Gulf of Mexico. It has, however, been made more efficient than it was, and is now well adapted for the purpose for which it will be used.

#### MARE ISLAND.

A unique situation exists at Mare Island. It has been demonstrated that an ideal yard to build battleships and other craft, and very good along these lines is now being done. Eight years ago, Mare Island possessed ways for one small sized battleship. To-day it is equipped for building a 700-foot battleship, and ways for three cruisers as well. It can also repair in an emergency the main engines as well as the hulls of a first-line ship, and the 1,000-foot dry dock at Hunters Point will permit the docking of battle cruisers. The rapid development of this and the other large west-coast yard at Suisun Sound will necessarily follow the greatly increased fleet which will be kept on the Pacific coast, and considerable progress has already been made.

A structural shop 300 by 700 feet long has been erected, and a machine shop extension of 100 by 190 feet, an oxy-acetylene plant, a paint shop, 150-ton floating crane, and other small buildings are part of the improvements recently made there. The storehouses have increased from 153,000 to 560,000 square feet. The small storehouses have been enlarged to about 33 per cent in area.

The electrical shop is now about 40 per cent larger, and the dry dock 20 per cent larger than it was. The boat shop has been increased in area, and the mold loft to permit of the laying down of

battleship molds has been increased to, roughly, five times its previous size. The plumber shop has been doubled, as well as the sheet-metal shop, and a wire-workers' shop of 81,000 square feet erected. Magazines, shell houses, training buildings, and detention camp buildings of about half a million square feet total additional capacity have been provided as well.

Mare Island specializes in chains for the west coast, and it is intended to further provide special manufacturing at this yard as fast as plans can be worked out.

#### PUGET SOUND.

Puget Sound, which eight years ago had no facilities whatever for building ships, has now a combined dry dock and building dock 914 feet long, making it possible to construct our largest vessels there. This, with a building slip 55 by 440 feet, can be arranged so that we can construct there one capital ship and two mine sweepers, or one submarine and two auxiliaries of 475 feet in length simultaneously. Submarine ways have also been provided for the construction of submarines at this place. A machine-shop extension has been built and numerous miscellaneous buildings of minor sizes. General storehouses space has been increased from 188,000 to 591,000 square feet, boiler shop doubled in size, the electrical shop increased to three times its former area, the foundry to twice its previous capacity, the machine shop is of twice its former size, and the pattern shop, carpenters' and joiners' shop, galvanizing shop, mold lofts, plumbers' shop, and ship-fitters' shop greatly enlarged, ship fitters' shop particularly being increased from 15,000 to 116,000 square feet, and the mold loft from 11,000 to 31,000 square feet. The machinery equipment of this yard has been brought up to date, and it is now capable of both construction and repair to vessels of all sizes.

#### PEARL HARBOR.

Pearl Harbor, as has already been stated, has not been given any building facilities but has been equipped for the repair of vessels of all sizes, having a 1,000-foot dry dock that will accommodate the largest battle cruiser.

Shops which provided for facilities which did not exist eight years ago have been erected, including boiler plant, a substation, electrical shop, instrument makers' shop, machine shop, power plant, pipe shop, boat shop, carpenters and joiners' shop, paint shop, plumbers' shop, rigging loft, sail loft, sawmill, and ship fitters' shop. These shops will, of course, be further added to and enlarged in accordance with the general plan for making it possible to undertake major repairs to ships at this place in war emergency.

#### ORDNANCE PLANTS.

I have made no mention so far of the shore stations devoted to the manufacture and up-keep of what is known as ordnance material—guns, armor, shells, torpedoes, etc. These are not really navy yards in the ordinary sense of the word, although our great manufacturing plant at Washington is technically designated as the Washington



Navy Yard, and work on other than ordnance material can and has been done there when particular emergencies arise.

Probably the greatest development and improvement that has taken place in our manufacturing facilities during the last eight years has been in these ordnance plants. Their existence was more than justified by the great work they did during the war emergency. The war proved that the majority of plants in the United States which could be converted to the manufacture of ordnance material was needed by the War Department to equip the Army and anything which it was necessary for us to have manufactured outside of these navy yards of necessity restricted the output of Army material.

I would like to go into considerable detail as to the nature and extent of these improvements, showing how much larger guns and how many more shells, torpedoes, etc., we can now make than we could eight years ago, but all this is a matter which every nation now considers more or less confidential. I do not deem it wise, therefore, to be exact in my description.

There are three principal ordnance manufacturing plants belonging to the Navy—the Washington Navy Yard, the new plant at Charleston, W. Va., and the torpedo station, Newport, R. I. To these have been added a plant for the assembling of torpedo mechanism at Alexandria, Va., while our facilities for storage of war material have been tremendously increased since several new storage depots have been provided.

#### WASHINGTON NAVY YARD.

The Washington Navy Yard has been increased in size by a considerable addition of land and has been tremendously increased in capacity both as to numbers and size of the armament it is capable of producing. Without going into figures, for reasons already explained, an idea of the increase of the capacity of these plants during the last eight years may be gained by briefly giving the increased space of some of the shops. For instance, the machine shops, which afforded 112,000 square feet of room in 1913, now have 863,000 square feet, or eight times as much space as formerly. The foundry has been enlarged from 26,000 square feet to 132,000 square feet, the toolmakers' shop from 16,000 square feet to 70,000 square feet, the pattern makers' shop from 20,000 square feet to 40,000 square feet. A new boiler shop of 20,000 square feet has been erected and an instrument makers' shop of 63,000 square feet provided. The testing rooms and laboratories, a very important part of the ordnance work, have been increased from 3,000 square feet to 63,000 square feet. From these figures the really tremendous expansion in this plant can be clearly seen.

In connection with the instrument makers' shop an instance of the facility and adaptability of our yards is worth recounting. At the beginning of hostilities it was found that the country could not manufacture the tremendous amount of optical instruments needed in modern warfare in anything like the quantities required and in the early days of the war this was a matter of much concern. It was

and the problem could be worked out after a fashion by devoting the : of the great established optical firms of the United States to al instruments of precision, which require specially trained work- , and the most exact scientific methods for their production.

To do this, however, left little margin for the thousands of field glasses required by both Army and Navy. To meet this situation the Navy took over a comparatively small optical plant which had fallen badly behind in its deliveries of field glasses to the Army as well as the Navy and the British Government. Ordnance officers were put in charge of this plant and it was enlarged as much as practicable, with the result that in a short time it was turning out greatly increased quantities of field glasses at far less cost than we had been paying previously. So successful was the operation of this plant that it led us to move the entire establishment to the Washington yard, where they are now making, not only field glasses, but other optical instruments of precision hitherto deemed beyond the skill of any but old established optical firms. As the nature of these instruments, such as range finders, etc., is most confidential and one of the most jealously guarded secrets of every nation, this ability to manufacture them in our own plant has many advantages besides that of mere convenience.

The storage capacity of the Washington yard kept pace with the general increase, as can be seen by the increase in general storehouses of 190,000 square feet to 862,000 square feet and the special storehouses of from 84,000 square feet to 919,000 square feet.

It is gratifying to be able to state that our ordnance material was found to be equal or better to that in use by other navies. Many practical lessons were learned in the war, and we are keeping pace with modern development.

The United States naval ordnance plant had its origin many years ago, when the dispute between the Navy Department and the armor makers commenced. There were a number of boards constituted to determine the cost of armor to the manufacturers, but no tangible and definite answer to this question was obtained. During 1913 the dispute between the Navy Department and the armor makers, as to the price of armor, became of such a character that some action on the part of the Government to obtain an armor plate factory became necessary. The naval appropriation bill approved June 30, 1914, appointed a committee consisting of the chairman of the Committee on Naval Affairs of the Senate, the chairman of the Committee on Naval Affairs of the House, and one naval officer to investigate and report upon the cost of erection of an armor plant to manufacture its armor plate and special-treatment steel. The committee reported favorably in 1915, and Congress accordingly made the first appropriation the following year.

A committee composed of three naval officers was appointed to recommend a location for an armor plant to be operated under the direction of the Bureau of Ordnance. A stipulation for protection in the event of invasion limited the number of favorable sites under consideration, and Charleston, W. Va., was finally selected as possessing the necessary qualifications for a plant of this kind. The plant is situated on a tract of 206 acres at South Charleston, W. Va., on the left bank of the Great Kanawha River, 5 miles down from the city of Charleston. Located in the heart of the coal, oil, and natural gas fields of West Virginia, this site possesses unusual advantages as regards the supply and cost of fuel. Strategically speaking, the railway facilities are not of the best, but the possession of a navigable river is an added factor of great value, particularly for the introduction of raw materials.

Congress also appropriated money for the construction of a projectile plant in the same appropriation bill that the armor plant was authorized. It was decided to combine the projectile and the armor plant at Charleston, W. Va. During the World War the President allotted \$4,121,000 from the appropriation for "Increase of the Navy, armor and armament," for the construction of a gun-forging plant at Charleston, W. Va. This was a war-emergency allotment for the manufacture of minor caliber guns.

With these appropriations and allotments have been built at Charleston, W. Va., a projectile plant, a gun-forging plant, and armor plant, the three combined being known as the naval ordnance plant. In order to economize space and machinery, these three projects are so closely affiliated that it is not possible to divide them into three separate organizations.

In general the naval ordnance plant consists of two separate units under one administration, the north unit and the south unit. The north unit is fitted for the manufacture of projectiles and minor caliber guns, and contains employees' and officers' quarters. The south unit is fitted for the manufacture of armor and major caliber guns.

The construction work started on August 30, 1917, when the Secretary of the Navy turned the sod for the erection of the first building on the north unit. Construction on the south unit was delayed by the necessity for placing the north unit in operation on war materials as soon as possible. Actual construction work was undertaken by October 1, 1918, when the excavation necessary for the heavy concrete column foundations was begun. As early as June, 1918, when construction work on the projectile plant was nearly finished, the Bureau of Ordnance decided that the needs of the country demanded increased production of large guns and determined to rush the construction of a gun-forging plant large enough for the production of the largest guns.

The design and construction of the buildings, tracks, roads, etc., was done by the Bureau of Yards and Docks in consultation with the Bureau of Ordnance, and the contracts for construction and material were executed by the Bureau of Yards and Docks. All excavation, concrete foundation, and tile construction work was done by the Construction Division under that bureau. The general layout of the south unit was determined, first by the requirements of manufacture in modern straight line methods, and secondly by the topography of the site. The four main buildings, namely, the open hearth, the forge and furnace, the gun treatment building, and the machine shop are arranged in parallel on a shuttle track which runs at right angles to the major axes of the buildings and connects them all together. This track will be the backbone of the manufacturing processes. All main buildings have been placed so that future expansion to double the capacity of the plant may be readily made. The main buildings consist of a heavy structural steel framework on extremely large concrete foundations, inclosed by walls of hollow red tile building block and steel sash. The roof decks are of fireproof gypsum covered

**waterproof roofing.** All of these main buildings are of huge size and of the most modern factory type construction, lighting and ventilation arrangements being especially noteworthy.

The equipment is the heaviest ever designed and constructed either for ordnance or other work. All of the open-hearth, forge, and treatment furnaces were designed by the naval ordnance plant force and constructed by contract under their supervision.

The open-hearth building is located adjacent to the railroad and classification yard, which has 10 tracks just outside of the open-hearth stockyard. Two 65-ton open-hearth furnaces were completed in December, 1920, and the first heat was tapped in February, 1921. Charging floor space and the concrete pit for the checker chambers and flues of a third open-hearth furnace have been provided. Two 30-ton electric furnaces are practically completed and will be used in the "duplexing" process, by which the molten steel from the open hearth is further refined in the electric furnaces. This method of manufacture is a distinct departure from present procedure in making armor ingots, and it is hoped that a superior product of greater uniformity will be obtained. For the service of these furnaces ladle cranes of 250 and 125 tons capacity are provided which span the 100-foot pouring aisle. Two 6-ton electric furnaces now installed in the north unit are to be shifted to the open hearth to increase the capacity.

The forge and furnace building represent a radical change from existing shops of this kind, both from a design and an operating standpoint. The armor and gun ingots will be brought over from the open hearth on specially constructed ingot cars and charged in the heating furnaces of the south aisle. This aisle contains 10 of these large furnaces and two car-bottom gun-annealing furnaces, one of which is 100 feet long. After proper heating the ingots are forged on the 14,000-ton press which it is hoped to have in operation by July 1, 1921. A 6,500-ton press will be erected in the press room to the westward of the big press. After forging operations are finished, the armor plates are taken to the north aisle of the building for heat treatment. Here are located 15 furnaces for the annealing, carbonizing, tempering, and hardening processes and the armor-plate spray. All the furnaces in this building, except the gun heating furnaces, are of the car-bottom type, a special track and type of roller being used. The car-pulling mechanisms are electric "mules" which are carried from one furnace to another by the overhead cranes. All the furnaces, with the exception of the gun-annealing furnaces, are now over 80 per cent completed.

The machine shop consists of three aisles, each served by overhead cranes of 100-foot span. The two aisles nearest the forge and furnace building are served with armor plates by the transfer track, and are fitted with the large planers, saws, radial drills, and universal boring, drilling, and milling machines necessary for the machining of armor plate. Most of this equipment has been delivered. Ten of the largest armor-plate machines have been installed and are being operated, the principal work being done on the large iron surface plates for the armor erection floor. The north aisle of this building is the major caliber gun shop. The machine equipment for this shop includes boring and turning lathes, slotters, saws, and boring mills large enough to handle guns up to 20 inches, 50 caliber. Three of the lathes are over 200 feet in length. The gun shop will be on an operating basis by the time the gun-treatment building is ready to receive its product.

The design of the gun treatment building was determined by ordnance requirements, which specify that gun forgings must be treated in a vertical position. There are two vertical gun treatment furnaces in the high portion of this building, the electric furnace, 100 feet in depth, being used for the largest tubes and liners, and the gas furnace, 50 feet in depth, will be used for the larger but shorter hoop forgings. A quenching tank 100 feet in depth is also provided. A pit 50 feet deep was excavated for the reception of this equipment, the concrete retaining walls and column foundations are practically complete, and the structural steel for this building is now being erected. The 75-ton crane in the high portion of this building is 165 feet above floor level in order to allow the handling of the largest gun forgings. Nearly all the equipment not already delivered is now ready for shipment, and it is believed that the gun treatment department will be in a position to operate by September 1, 1921.

Among the principal items received by transfer from Army salvage material were five complete buildings, three of which have been erected and are in constant use, these being the locomotive house and maintenance machine shop received by transfer from Neville Island, Pa., and a pair of twin buildings used for outside shops and storage purposes obtained by transfer from the Wisconsin Gun Co., Milwaukee, Wis. A boiler house and plant of eight Sterling boilers, with a combined capacity of 6,500 horsepower, was obtained by transfer from the Army powder plant at Old Hickory, Tenn. These boilers will provide power for the steam intensifier of the 14,000-ton press and will be ready for operation prior to May 1, 1921. A high-treatment building was received by transfer from the Midvale Steel & Ordnance Co., Nicetown, Pa. The structural steel of the high portion of this building will be used for the "skull cracker," to be located to the westward of the open-hearth building, and the low portion will be used for a gun machine shop. This building has not yet been erected.

Electric power is received at the plant over two high-tension transmission lines at 66,000 and 44,000 volts, respectively, from the Virginian Power Co.'s plant at Cabin Creek Junction, situated about 15 miles above the city of Charleston. A 20,000-kilowatt generating set, complete, with necessary equipment and transformers, together with 10 B. & W. boilers of 7,460 horsepower rated capacity, were installed by the War Department at this Cabin Creek plant in order to provide power for their powder project at Nitro. This Government-owned property, together with the two transmission lines mentioned above, has been obtained for the ordnance plant by transfer from the Army. The foundations have been completed and the structural steel erected for a substation and service building to insure the proper distribution of this electric power throughout the plant. An oxy-hydrogen generating plant has been built and equipment for the production of acetylene gas is ready for installation.

To insure a supply of natural gas for the furnaces the department acquired the entire output from 15,000 acres of gas fields located in Kanawha, Putnam, and Logan Counties. Gas is received from the **pumping station in the field through an 8-inch pipe line, and with the plant in full operation the consumption should be slightly in excess of 6,000,000 cubic feet per day.** The natural gas from this field has a calorific value of over six times that of producer gas and

the present price is slightly over 16 cents per thousand as set by the Public Service Commission of West Virginia. Due to the heavy drain on the natural-gas resources of West Virginia by industries of their own and neighboring States, the supply has not been able to keep pace with the demand, and in spite of the precautions taken to insure a supply of gas the naval ordnance plant is greatly concerned over the future situation. Provision has accordingly been made for the future use of oil fuel, and storage tanks are to be installed to provide a temporary oil supply for emergency use.

Early in 1919 the Bureau of Ordnance became convinced that great saving to the Government could be effected if the large amounts of material bought and contracted for by the War Department could be transferred to the Navy Department for use at this plant. Congress made provision for the transfer of this material. There were 1,301 cars received of this material, the total invoice value being \$6,695,556.19 exclusive of the Government interest in the Virginian Power Co. and the transmission lines which will total over \$3,000,000. In addition to the Army salvage buildings already mentioned, the material comprises forge presses, machine and precision tools, electrical equipment, pumps, locomotives and locomotive cranes, and many miscellaneous articles of equipment of great value in the construction and operation of the plant.

Owing to war needs, construction work was first started on the projectile plant, or north unit, ground being broken for this plant on August 30, 1917. This plant consists of the forge and foundry building nearest the river, the machine shop nearest the county road, and the heat-treatment building located between the two larger buildings. Behind the heat-treatment building is a locker and lavatory building. To the westward of these buildings is the space occupied by five officers' quarters and an athletic field. The 85 houses erected by the United States Housing Corporation form the community now called Armor Park at the extreme northwest limit of the Government reservation. A great portion of the equipment of the projectile plant was obtained from plants of cost-plus contractors when a large amount of Navy-owned machinery was released at the end of the war. Many of the furnaces in the forge shop, and practically all of the machines in the minor-caliber gun shop were obtained from this source.

The equipment of the forge and foundry building consists of three 6-ton electric furnaces, two 60-inch cupolas, one 3,000-ton press, and one 500-ton press, with necessary ingot heating and annealing furnaces. On June 6, 1918, less than one year from the date of breaking ground, the projectile plant started productive operations when the first heat of steel was tapped from one of the electric furnaces. Forging operations began one month later and the 3,000-ton press was in operation by October 20, 1918. Production was very slow at first owing to inexperienced labor, at the time the first heat was tapped only two men carried on the melt shop roll having ever seen molten steel before, and the forge shop had no experienced supervisors or pressmen. To-day the melt shop is running three shifts under the competent supervision of trained melters on capacity production of 760 tons of ingots and castings per month, while the capacity of the forge shop is rated at 635 tons of finished forgings per month.

The machine shop is equipped for handling minor-caliber guns up to 6 inches, the complete manufacture of large-caliber projectiles, and the tool shop is equipped to meet the entire needs of the Navy for armor bolts and nuts. All gun forgings are rough-machined and sent to the Washington Navy Yard for finished machining and assembly.

The heat-treatment building is equipped for the treatment of projectiles and small forgings. Four special double furnaces, two continuous shell-treating furnaces, and two small vertical furnaces are located in this building, but the large car-bottom annealing furnaces and the large vertical electrical furnaces for the heat treatment of gun forgings are located in the forge and foundry building.

As the north unit was placed in operation under trying labor conditions brought on by the war, all of the difficulties encountered by similar concerns built in those strenuous times was experienced here. Some labor for construction purposes was recruited from different parts of the country, but most of the operating force was built up from local talent. Classes were established for furnacemen and pressmen in which the men were taught the chemical reactions of the melting process, and the fundamental requirements of good forging practice. A school for apprentices in all mechanical ratings has been established, and a system of intensive training inaugurated in the shops. The high point in construction work was reached in July, 1919, when 1,500 men were employed in the construction division. At that time only 880 men were employed in the shops although many more could have been used had it been possible to obtain them. The shop force on productive work has gradually been built up, 1,126 men now being carried on the rolls, and the daily pay roll of \$6,500 now equals that of the construction division which employs 1,200 men. Construction work is gradually tapering off as the larger activities of the south unit near completion. The force will be very materially reduced by April 1, 1921, and the work of this division should be finished by January 21, 1922. Housing conditions in this vicinity have at all times been very bad, and this condition has proved a great handicap in obtaining labor. Due to the extensive operations at the United States explosive plant C at Nitro, 8 miles below the plant, houses were unobtainable at any price during 1918, and while this situation has been alleviated to some extent by building operations in South Charleston and vicinity, property values and rents are still abnormally high. The plant has made every effort to obtain and hold the services of the skilled mechanics needed for successful operation on ordnance work but has found it very hard to retain the services of men with families because of lack of homes. Armor Park, consisting of 85 houses erected by the United States Housing Corporation at a cost of \$500,000 and the 34 portable bungalows forming Bungalow Park, have made it possible to house the supervisory force and a small portion of the men. The general class and character of labor employed has been considerably below the average found in other territories in education, intelligence, and stability.

The value of having used the projectile plant as a "training school" for the larger organization of the armor plant is now making itself felt, and at the same time the north unit has been paying its way in the manufacture of gun forgings, torpedo air flasks, and armor-piercing projectiles. Production has increased rapidly and of the 3,000,000 pounds of finished forgings shipped during the calendar year 1920,



nearly 400,000 pounds were shipped during the month of December. The quality of the product made by the electric furnace process has from the first been high. An efficient chemical and metallurgical laboratory force has been built up to assist the operating personnel by conducting the research work required to determine defective material and to further perfect the quality of the steel. These departments have also performed the routine analyses required in the manufacture of steel and the tests for the inspection department required by the Bureau of Ordnance specifications. Not only has the plant successfully met the requirements of these specifications, but has placed the production of torpedo air flask forgings on a successful basis, meeting requirements on which outside manufacturers refused to bid because of repeated failure in their attempts to pass these tests. The projectile department is about to deliver its first lot of 16-inch armor-piercing projectiles. Experimental projectiles have been fired at the Indian Head Proving Ground for test, one out of three projectiles fired in the first experimental lot passing a successful ballistic test on February 17, 1920.

The construction, operation, and management of the naval ordnance plant has been under the jurisdiction of the Navy Department, directly supervised by the naval officers under the direction of the Bureaus of Ordnance and Yards and Docks. The plant is under the command of an inspector of ordnance in charge, who is directly responsible to the Chief of the Bureau of Ordnance. The civilian personnel has been obtained through competitive examination and appointment under the rules of the Civil Service Commission, and the Navy Department has been fortunate in securing the services of men of experience and ability in the production of ordnance material. The organization is based on two main operating divisions, the hot-metal division, whose superintendent is responsible for furnishing steel of acceptable quality, and the cold-metal division, whose superintendent is responsible for the machining and finishing of this product. A maintenance division has been established for the repair and upkeep of all buildings, grounds, and equipment. The supply, accounting, disbursing, planning, and estimating, and inspection divisions are all directly under the supervision of naval officers, and operated in accordance with navy-yard procedure.

#### NAVAL TORPEDO STATION, NEWPORT, R. I.

Prior to March 4, 1913, the torpedo station had completed the manufacture of 20 torpedoes. Since that date the station has completed the manufacture of 1,426 torpedoes, and has manufactured and delivered:

Mark VII, mod. 1.....	135
Mark VIII.....	7
Mark VI, mod. 1, air plants.....	2

The torpedo station has shipped 296 separator sets to torpedo-boat destroyers. Each separator set consists of four tube-separators and two compressor separators.

The primer department in March, 1913, produced the following articles:

Primers.....	12,000
Fuses.....	2,000
Detonators.....	1,200



The highest production for one month since March, 1913, has been as follows:

Primers (October, 1918).....	300,000
Fuses (September, 1918).....	4,000
Detonators (August, 1918).....	30,000

#### YEARLY OUTPUT—FOUNDRY.

The following table shows the castings, by pounds, produced from the year 1913 to 1920, inclusive:

	1913	1914	1915	1916	1917	1918	1919	1920
Bronze.....	41,018	35,126	104,472	156,929	245,341	309,141	229,755	102,192
Lead.....	27,081	9,921	18,246	39,015	45,563	54,051	24,210	33,525
Iron.....	81,054	54,479	72,652	32,515	96,787	144,747	169,591	218,213
Brass.....	249							
White metal.....	541	1,126	1,063	447	1,416	1,132	2,069	370
Solder.....		315	604	4,047	4,522	5,781	2,191	5,821
Copper.....	192	233	264	2,275	713	167	306	1,760
Zinc.....		156	219	77	825	209	212	
Robbitt.....			606		174	239		
Aluminum.....			37	14	8	70	71	
Aluminum bronze.....							817	9,625

The development of the chemical laboratory is shown by a summary of the work performed during the year 1913 as compared with the work performed during 1920, as follows:

	1913	1920
Chemical tests.....	360	2,714
Physical tests.....	231	1,313
Real tests on gun cotton.....	499	
Surveillance tests.....		74
Promoters calibrated.....		21
Spring tested.....		200
Total.....	1,090	4,322

The chemical laboratory, in 1913, performed all photographic work of the station as an additional line of work, while in 1920 the additional lines consisted of photography, electroplating department, reclamation plant, and metallurgical department.

In April, 1913, torpedo testing barge No. 1 was assigned, in place of the U. S. S. *Vesuvius*, to duty on torpedo-testing range. This testing barge provided better facilities for proving torpedoes, and the torpedo range was increased from 6,000 yards to more than 10,000 yards.

In 1913 four range boats were used on the range in proving torpedoes. Since that time 12 boats have been added, bringing the total number to date up to 16.

The power plant constructed in 1912 was put into operation in November, 1913. This plant was replaced by a new power plant, which was put into operation in March, 1918. The electric system has been changed from direct current to alternating current. In 1917, Rose Island was supplied with power from the torpedo station power plant.

In December, 1920, the power plant inaugurated electric-power service to naval training station on Coasters Harbor Island and Coddington Point. This service is also to be extended to the naval hospital, Newport.

In addition to overhaul and repairs of torpedoes, etc., the station manufactures torpedoes and accessories. The value of the manufactured articles turned into store in 1913 was \$980,283.31; 1914, \$1,545,240.15; 1915, \$1,173,650.81; 1916, \$1,319,098.80; 1917, \$3,459,377.72; 1918, \$7,623,896.84; 1919, \$9,307,120.87; and for the first three quarters in 1920, \$2,926,142.85.

The supply department of the station has expanded in sympathy with the expansion of the other departments. In 1913 all stores were contained in a 3-storied concrete building, 40 by 80 feet, with bulky material scattered around the station in two wooden sheds and in the cellar of the old pay office. The concrete storehouse contains about 21,000 square feet of floor space and 227,000 cubic feet of storage space. The station in 1920 had two concrete storehouses on Goat Island and one concrete storehouse at Melville, R. I., providing 1,589,300 cubic feet of storage space and 114,000 square feet of floor space. This has provided the station with a modern and efficient storehouse system, with all storehouses equipped with electric cranes, elevators, and modern conveniences for handling and storing material. Also a 20,000-gallon gasoline and a 5,000-gallon kerosene-oil storage tank have been installed. The following is a comparison of the value of receipts and expenditures for the year 1913 and for 1920:

	Receipts.	Expenditures.
1913.....	\$2,325,237.36	\$3,603,780.61
1919.....	32,944,087.10	26,066,835.48
1920.....	24,218,287.28	19,093,765.31

The naval proving ground at Indianhead was acquired by the Navy Department in 1890 and proof activities were transferred there from Annapolis in 1891. In 1893 plans for moving the powder factory from Newport to Indianhead were made, and in 1890 the first powder was manufactured there. Since that time the capacity of the powder plant has been increased many times over the original capacity of 1,000 pounds per diem. The work on the last expansion of the powder factory was interrupted by the armistice and is now being completed very slowly as opportunity offers. Since 1917 nineteen different projects for improving the plant have been completed, encompassing the erection of many buildings. The powder plant, laboratory, wharves, railroads, cold storage, mechanic shops, water supply boat basin, roads, and electrical equipment, have been enlarged and improved as a necessary adjunct to the increased capacity of the plant. In addition to this, it was necessary to improve the housing conditions, and consequently 100 sets of living quarters, three dormitories, a recreation hall, a school house, bachelor quarters, a hotel, additional officers' quarters, bunk houses, office space, and comfort stations have been erected for the benefit of the operating personnel.

When the great increase in the size of the powder factory was determined upon after the outbreak of war, it became necessary to pro-

vide housing facilities for the increased number of employees that would be necessary to operate the factory. The work was turned over to the United States Housing Corporation and a village of 100 two-story dwellings, a post office and an 8-room school was laid out and in 1919 was completed. These dwellings were operated by the Housing Corporation until its dissolution, and since July 1, 1920, have been operated by the proving ground for the Navy Department, the buildings having been transferred to that department by the Treasury Department with the approval of the President of the United States.

In addition to the above houses a number of bungalows and cottages were built and a hotel, three rooming houses, and three four-family apartment houses were added to the housing facilities of the station. Forty-five portable houses of the bungalow type were purchased from the Army's excess stock, for \$1 each, ten of them being assigned to the colored community on Vornwallis Neck and the remainder added to the Housing Corporation village. The net result is that there are now 266 employees' houses, inclusive of dormitories and similar buildings, on the station as compared with 20 in 1913. In the same period the officers' quarters have been increased from 9 to 17.

All employees' quarters are now operated by the proving ground, rents collected, houses and grounds maintained in repair and the general administration of the community carried out by the inspector of ordnance in charge.

Fortunately the housing project accomplished at Indianhead filled not only a temporary war need but a permanent need. Many employees were previously unable to secure quarters in the neighborhood and had to live in Washington, or in the country and in neighboring villages several miles from their work. At the present time, in spite of the large reduction in force which was made in 1920, the houses are practically all filled and have been since their completion.

The proving ground at Indianhead is believed to afford an unusual example of a Government activity in the manner in which the administration of a mixed civilian and naval population has been carried out; also in the fact that it is accomplished to the satisfaction of all concerned; and finally in the fact that the housing project is not only self-maintaining but is accumulating a small profit for the Government.

One of the great factors of contentment has been the operation of a school in a modern school building and with an excellent staff of teachers. The school is operated from an allotment of housing funds assisted to some extent by the country school funds. The school has all grades from kindergarten to and including the second year of high school and has a total enrollment of 320. It is hoped to add one year of high school annually until the full high school course is established.

A recreation hall with a seating capacity of 750 was built during the war and this, together with other recreational activities is under official operation and supervision. Moving pictures, dances, athletics, canteen, pool room, lunch room, hotel, library, and all features of recreation comfort and welfare are on a business basis, accounts

being made up and audited monthly. All of these activities are self-sustaining.

The general appearance of the station has been greatly improved since 1913 and it has been made a more attractive place in which to live. Where the traffic warranted it, concrete roads and walks have been built, other roads and walks have been improved, great attention has been paid to the drainage of stagnant water, improvement and extension of the sewer system, the disposal of garbage, the prevention of flies and mosquitoes, and to the cleanliness and appearance of the individual dwelling and its surroundings, and, in general, to all matters of sanitation. The result has been that the station can now attract and hold a much better class of labor than before these many improvements took place.

As a result of the improved roads economical autotruck transportation about the station has become possible, and during the war a supply of trucks was obtained for this purpose. The facilities for water transportation have also been increased to correspond with the growth of the station and to meet the new situation arising out of the establishment of the proving ground at Dahlgren, Va. The floating equipment now consisting of tugs, submarine chasers, freight lighters, barges, car floats, launches, and smaller craft, has been increased some 300 per cent since 1913. Similarly the increase in movable equipment for handling weights in connection with proof work and for general rail transportation about the proving ground and powder factory has increased an equal amount in the same length of time. The more important units added since 1913 are the 75-ton locomotive crane, one smaller locomotive crane; two gantries for handling weights in proof work, four railroad locomotives, one electric locomotive, 41 railroad cars of various types; 4 motor-driven street cars with four trailers for use in the powder factory, and two new loading tide bridges, one above the old dock and one at the new dock.

Greatly augmented repair facilities became necessary for the increased machinery, buildings, and plant equipment, and in 1917, 1918, and 1919 a new machine shop and a carpenter shop were built and equipped with machine and repair facilities.

The old fire system was inadequate for the enlarged station and a new high pressure line with duplicate pumping units was installed.

Storehouse facilities have necessarily been increased in order that the requirements for the supply department keep pace with the increased size of the station. Storeroom space has been increased to four times its size in 1917, and the operating personnel of the supply department has been increased from 4 in number to 33. As an improvement in handling stores, the transfer of the purchase of materials has been made from the Washington Navy Yard to the disbursing department at the station.

The facilities of the proof department at Indianhead, although geographically cramped, kept abreast of ordnance development until a few years ago, when the rapidly increasing power and range of large-caliber guns demanded a proving ground of less restricted area and a longer stretch of water than was available at Indianhead. This resulted in the selection of a tract of land at the mouth of Machadoc Creek in Virginia, the range from which covered the lower reaches of the Potomac River.

This tract consists of a total of 1,366.3 acres, to which Blakistone Island, consisting of 70.1 acres, was added on March 4, 1919. This station has been designated as Dahlgren, Va.

There were in May, 1918, no buildings on the station of even temporary nature except a residence, a barn, and an outbuilding. These were incorporated in the housing system. Construction was begun, with the result that at the end of 1920 68 permanent buildings, including the administration building, laboratory, magazine, dormitories, shops, seaplane hangar, and bombproof have been occupied. In addition to these there are 11 permanent buildings under construction which will be completed during the year 1921. Temporary buildings necessary for the carrying out of the project have been constructed as required.

Other construction work has been carried on to provide the necessary facilities for conducting the routine work of the proving ground, such as emplacements for guns, screen towers, aviation facilities, armor butts, and transportation facilities.

Blakistone Island, near the left bank of the Potomac, 30,000 yards below Dahlgren, is used as a seaplane and boat refuge, airplane landing field, range observation station, and range supply station. It is equipped with a radio telephone set and will become the center of the range communication service.

In order to increase transportation facilities to Indianhead as well as to provide transportation facilities to Dahlgren, a 16-mile branch railroad was built in 1918-19 from Indianhead to White Plains, Md., connecting these with the Popes Creek branch of the Pennsylvania Railroad. This road, together with suitable and ample rolling stock and equipment, is owned by the Navy Department and is operated by the proving ground. All raw material for the manufacture of powder and all general supplies both for Indianhead and Dahlgren, as well as material for ballistic test, are received over this road. Supplies for Dahlgren are transshipped by car float and tug from the new dock at Indianhead to the dock at Dahlgren.

#### AVIATION AND RADIO STATIONS.

I have not mentioned in this final report of eight years' progress our growth in two respects, which has been, I think, even more remarkable than our navy yard development. I am referring to the various stations devoted to aviation and radio transmission. These are omitted for two reasons: first, because, while technically they might be included as shore stations, this report is intended to cover navy yards only and I have made but three exceptions in the ordnance plants of Washington, Charleston, and Indianhead, and, secondly, because both aviation and the transmission of messages by radio were practically undeveloped arts eight years ago and the naval committees have been in unusually close touch with the growth from the very beginning. This report, being primarily designed to lay before the naval committees that gradual and, in a way, almost unnoticeable increase in efficiency and growth from year to year, which, while not spectacular, has still been, in its total, remarkable, it does not seem necessary to include in it the developments in radio and aviation facilities and equipment which have sprung up almost, as it were, overnight, and have constantly attracted corresponding attention.

That we are as progressive and well equipped in these lines, comparatively, as we are in our facilities for constructing vessels for our fleet, as well as making the fleet efficient, is a matter the naval committees are well aware of, as well as the need for still greater development in these two directions.

I have also omitted any detailed reference to the great naval base at Hampton Roads. From a military standpoint, probably no other single thing has done more to increase the Navy's military efficiency. It has been for years the dream of our naval strategists, and I want to congratulate the naval committees on the breadth of view and grasp of the military necessities which they have shown in making this a fact and not an ideal. While this is my report to the committees I feel that it is, as well, a setting forth to Congress of the results in tangible form of the many hours of hard and weary labor which the naval committees spent in going over the items which have gone into making the general improvement, now, for the first time, gathered together in a convenient form for information.

If we have done well in these matters, it is because the naval committees have acted wisely in the first place.

In conclusion, I wish again to express my thanks and the thanks of the Navy as well for the cooperation of the naval committees during the last eight years. During that time there have been Congresses the majority of whose members were composed at one time and another of first one political party and then another; but I think these committees, and know that your Secretary of the Navy, have tried to look at our development as something beyond politics and as a matter deeply affecting the safety of our Nation. That the Navy has so well passed through the terrible test of war has been due to the efficiency of our shore stations quite as much as to the efficiency of our fleets, because, as I said in the beginning, the efficiency of the fleet can not exist without the efficiency of the shore station back of it, nor can the Navy be expanded on the ocean without an equal expansion on the shore.

JOSEPHUS DANIELS.



[No. 2.]

**COST OF METAL FURNITURE MANUFACTURED AT MARE ISLAND, CALIF., FOR U. S. S. "CALIFORNIA," AND ESTIMATES FOR SUCH FURNITURE SUBMITTED AT NORFOLK NAVY YARD.**

**NAVY DEPARTMENT,**  
Washington, March 11, 1921.

DEAR SIR: Referring to the letter of the Committee on Naval Affairs, forwarding House resolution 694, calling for information concerning estimates produced by the Norfolk Navy Yard, and also the cost of metal furniture produced at Mare Island Navy Yard for battleship *California*, I have the honor to inform you that said letter was referred to the Bureau of Construction and Repair for such information as the records of the bureau might afford necessary to answer the request of your committee.

In returning the papers the bureau states that the records do not indicate that the manufacture by the navy yard, Mare Island, of metal furniture for the *California*, has been completed. It appears that the Mare Island Navy Yard is manufacturing a very small amount of furniture for the *California*, the value of which will amount to approximately \$6,000, out of a total cost of furniture of approximately \$150,000. The navy yard has been called upon for detailed cost of any furniture which has at present been completed for said vessel, and the information when obtained will be forwarded to you.

It appears from the records that the navy yard, Norfolk, submitted estimates on the manufacture of certain metal furniture for scout cruisers No. 9 to No. 13, as follows:

Scout cruisers No. 9 and No. 10.....	\$44,300
Scout cruisers No. 11 and No. 12.....	55,100
Scout cruiser No. 13.....	27,730

The above figures include total cost of manufacture, delivery at the contractor's works at Philadelphia, and installation on board the vessels.

Very respectfully,

THEODORE ROOSEVELT,  
*Assistant Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

40185-21-No. 2-1

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[No. 3.]

**RELIEF OF GILBERT SMITH GALBRAITH.**

[H. R. 1292, 67TH CONG.]

**DEPARTMENT OF THE NAVY,**

Washington, March 11, 1921.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of February 19, 1921, inclosing a bill (H. R. 16124) for the relief of Gilbert Smith Galbraith, a commander on the active list of the United States Navy, and requesting the views and recommendations of the department thereon, I have the honor to inform you that Gilbert Smith Galbraith was appointed a naval cadet on September 8, 1890, and was promoted in due course to the ranks of lieutenant (junior grade) and lieutenant. On January 7, 1908, he was commissioned a lieutenant commander, having qualified for promotion in accordance with the provisions of section 1494 of the Revised Statutes, and on July 1, 1913, he was permanently commissioned a commander under the same provisions of law.

The department is opposed to the creation of further additional numbers on the Navy list and is aware of no good reason for the contemplated action in this case. While it is aware that the bill (H. R. 16124) died with the expiration of the Sixty-sixth Congress, the department nevertheless recommends, if a similar bill is introduced during a session of the present Congress, that favorable action be not taken thereon.

Sincerely yours,

EDWIN DENBY,  
*Secretary of the Navy.*

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

40185—21—No. 3—1

(53)





[No. 4.]

RELIEF OF WILLIAM M. PHILLIPSON.

[H. R. —.]

DEPARTMENT OF THE NAVY,

Washington, March 14, 1921.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of February 14, 1921, inclosing a bill (H. R. 16084) for the relief of William M. Phillipson, and requesting the views and recommendations of the department thereon. I have the honor to inform you that William M. Phillipson, alias William Richardson enlisted in the Navy August 5, 1864, at Valparaiso, Chili, for two years as landsman and served on the *Wateree* to November 30, 1864, when he deserted.

Inasmuch as the act of Congress entitled "An act to relieve certain appointed or enlisted men of the Navy and Marine Corps from the charge of desertion," approved August 14, 1888 (25 Stat., 444), as amended by the act of May 24, 1900 (31 Stat., 183), requires that an applicant for relief thereunder who deserted the service prior to the expiration of his term of enlistment and failed to return thereto, shall have served faithfully until the 1st of May, 1865, having previously served six months or more, or shall have been prevented from completing his term of service by reason of wounds received or disease contracted in line of duty, and it appears from the facts of record as stated above that Phillipson did not serve until the 1st of May, 1865, and there being no evidence to show that he was prevented from completing his term of enlistment by reason of wounds received or disease contracted in line of duty, his case is not one that can be favorably considered by this department under the act above referred to.

Furthermore, it would seem that Phillipson left the naval service at a time during the Civil War when his services were especially in demand and the records do not disclose such merits in his case as would warrant more favorable consideration than has been given a large number of other similar cases. While it is aware that the bill (H. R. 16084) died with the expiration of the Sixty-sixth Congress, the department nevertheless recommends, if a similar bill is introduced during a session of the present Congress, that favorable action be not taken thereon.

Sincerely yours,

EDWIN DENBY,  
*Secretary of the Navy.*

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*





[No. 5.]

**RELIEF OF PAY DIRECTOR LIVINGSTON HUNT, UNITED STATES NAVY.**

[H. R. 3754.]

**DEPARTMENT OF THE NAVY,**  
Washington, April 9, 1921.

MY DEAR MR. CHAIRMAN: There is inclosed herewith a copy of letter, with draft of bill, this day sent to the Speaker of the House of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

**DEPARTMENT OF THE NAVY,**  
Washington, April 9, 1921.

MY DEAR MR. SPEAKER: I have the honor to inclose herewith a proposed draft of a bill for the relief of Pay Director Livingston Hunt, United States Navy.

The legislative, executive, and judicial appropriation act of August 23, 1912 (37 Stat., 360, 414), contains a paragraph reading as follows:

SEC. 7. That no money appropriated by this or any other act shall be expended for telephone service installed in any private residence or private apartment or for tolls or other charges for telephone service from private residences or private apartments, except for long-distance telephone tolls required strictly for the public business, and so shown by vouchers duly sworn to and approved by the head of the department, division, bureau, or office in which the official using such telephone or incurring the expense of such tolls shall be employed.

Subsequent to the enactment of this law, payments were made by pay officers in certain cases for telephone service in quarters furnished by the Government to officers in navy yards, etc., the telephones being used only for official business and their location not being considered as one covered by the statute. The accounting officers placed a more strict construction on the law and the result was disallowances in the accounts of a number of pay officers. Many officers of the Navy were thus required to maintain at their own expense telephone service which was required and used for official business. To correct this injustice, a provision was recommended and incorporated in the naval appropriation act of August 29, 1916 (30 Stat., 556, 581), reading as follows:

That the accounting officers of the United States Treasury are hereby authorized and directed to allow in the accounts of disbursing officers of the Navy all payments for telephones in Government quarters which have been disallowed under section 7 of the act of August 23, 1912 (37 Stat., pp. 1, 414), by decision of the comptroller.

This latter provision was construed by the accounting officers of the Treasury to authorize the removal of only such disallowances as were still standing in the accounts of disbursing officers, and as not authorizing the reimbursement of amounts checked against their personal accounts or of amounts already deposited to remove such disallowances. The effect of this construction by the accounting officers has been practically to render the remedial provision last above quoted of no effect, and to place such officers who had deposited the amount of their checkages in the Treasury in a worse position than those who had failed to make such deposits up to the time the remedial act was passed. The case of Pay Director Hunt is one in which the amount checked had already been deposited.

The checkages made in Pay Director Hunt's accounts were made when he was in charge of the Navy pay office at Washington, D. C. The total amount of the checkages, \$57.27, was deposited by him in the Treasury in obedience to a peremptory request from the Auditor for the Navy Department in order that the pay officer's account under a bond might be closed. The payments for which Pay Director Hunt was checked were made by him in good faith and in accordance with the act of August 23, 1912, as at the time construed, and it is therefore recommended that the attached proposed draft of a bill be enacted for his relief.

A similar letter with draft of bill in identical language was forwarded to you under date of June 27, 1918, but same was not enacted into law.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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A BILL For the relief of Pay Director Livingston Hunt, United States Navy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Pay Director Livingston Hunt, United States Navy, the sum of \$57.27, to reimburse him for the amount deposited in the Treasury to cover certain payments made for telephone service in officers' quarters, credit for which payments was disallowed in his accounts.



[No. 6.]

**Reimbursement of Steamship Companies and Other  
ments Made During War to Naval Personnel on Ac**

[H. R. 4792.]

**DEPARTMENT OF THE NAVY,  
Washington, April 13, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.**

**MY DEAR MR. CHAIRMAN:** There is inclosed herewith a copy of letter, with draft of bill, this day sent to the Speaker of the House of Representatives.

Sincerely, yours,

**EDWIN DENBY,  
Secretary of the Navy.**

**DEPARTMENT OF THE NAVY,  
Washington, April 13, 1921.**

**The SPEAKER OF THE HOUSE OF REPRESENTATIVES.**

**MY DEAR MR. SPEAKER:** There is inclosed herewith a proposed draft of a bill to reimburse the United States Shipping Board, various privately owned steamship companies, and others, for advances of money made by them to persons in the naval service who were stationed away from naval disbursing officers and were not in a position to draw their pay from such disbursing officers.

This legislation is made necessary on account of the decision of the Comptroller of the Treasury, dated November 17, 1920, holding that such claims for reimbursement should be referred to the Auditor for the Navy Department, Treasury Department, Washington, D. C., for determination as to whether the supply officer or the steamship company was at fault, and accordingly causing the loss to be borne by the party determined to have been in fault in the particular transaction involved.

The advances were made to persons in the naval service serving on board steamships operated by the Shipping Board, War Department, or private companies as radio operators or members of armed guard crews. It was necessary that these men be paid money by the masters of the vessels of the ships, as they were engaged on duty which separated them almost permanently from their pay accounts, and the officer carrying these accounts did not know where the men were and frequently did not even know to what ship they were attached, as they were often transferred from ship to ship abroad. I thus appears to be wrong to charge either the steamship companies or the individual supply officers with responsibility for failure to check the men's accounts for these advances. There are other cases

in which it is uncertain whether checkages made in the men's pay accounts cover advances or regular payments, in view of the fact that no explanatory notes are placed on the pay rolls, but the entries merely show cash paid to a certain amount.

It is believed that the total of these claims may amount to some \$30,000, representing a large number of small amounts. There has been and still is a great deal of correspondence relative to each case, and although every effort is being made to settle such claims as can be settled without loss to any party concerned, there is no prospect that settlement can be made in a large number of cases without some legislation such as that proposed above.

In view of the foregoing, it is recommended that the proposed draft of bill herewith inclosed be enacted into law.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[H. R. 4792, Sixty-seventh Congress, first session.]

A BILL To provide for reimbursement of steamship companies and others for advancements made during the late war to officers and enlisted men of the naval service on account of pay.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Paymaster General of the Navy is hereby authorized, in his discretion, to make reimbursement to any individual, firm, association, company, or corporation for money advanced on behalf of the Government during the late war to any officer or enlisted man of the naval service on account of pay, if upon presentation of evidence satisfactory to himself it is established that such individual, firm, association, company, or corporation has not heretofore received reimbursement in any way for the money so advanced.





[No. 7.]

## Relief of Contractors and Subcontractors.

[H. R. 3149.]

### NAVY DEPARTMENT,

Washington, April 21, 1921.

DEAR MR. BUTLER: Acknowledgment is made of your letter of last instant, referring for my comment and recommendation, H. R. 3149, a bill "For the relief of contractors and subcontractors, employing material men, for work under the Navy Department, and for other purposes." This bill is identical with H. R. 13706, of the 66th Congress, which was the subject of extended hearings before your committee, where the facts were fully presented.

I will therefore confine myself to general comment, and an expression of my opinion as to the merits of legislation of this nature. Prior to the war I am in favor of opening every avenue practicable to do justice to those who worked faithfully on this side toward the winning of the war, and, in using the word "justice," I intend to exclude every suggestion of extortion against the Government. I believe in recognizing the difficulties under which contractors labored; difficulties which constantly increased, and which could hardly be foreseen from the beginning. At the same time I believe in throwing around the settlement of claims every safeguard which may be necessary to protect the interests of the Government.

The first section of the bill deals with increases in the cost of labor and material and difficulties in obtaining material. During the early period masses of inexperienced men came into the shipyards and construction plants. It was a transitory class of labor, inefficient, and seeking the highest wage. The turnover was ruinous. It became evident that it must be controlled in some way if the Government were to get results in its war program. Labor boards of various sorts were created, all by Executive action, and from time to time they fixed wages in many trades or in localities. The wage scale was always upward, and, while labor to a great extent was organized, the right of individual bargaining was taken away from contractors. It is impossible to say whether conditions would have been better or worse had these Government boards not intervened; but I believe they did.

A contractor with a fixed-price contract found himself in a difficult situation. He was forced by orders, if a shipbuilder, to pay a fixed rate on cost-plus work, and as a resultant was compelled to pay the same rate on his fixed-price work, while on the other hand no allowance could lawfully be made to him. If constructing public work, he perhaps found himself sandwiched between a cost-plus housing project and a cost-plus shipyard. He was hamstrung from the beginning. There are instances of contractors in perfect sympathy with their men who were forced to raise wages by orders of

the National War Labor Board—the Taft-Walsh Board—because the employees of other contractors in the locality demanded it or outside influences were brought to bear. I am strongly in favor of permitting contractors who found themselves in this unfortunate position to show that they are entitled to be relieved from their loss and of making provision for such relief.

The material market came under even more rigid supervision than the labor market. The War Industries Board not only undertook to place prices on commodities but fixed the order in which they should be manufactured, according to the exigencies of the Government in the prosecution of the war. Prices were not stable and material costs increased above those anticipated at the time of contract; and these increases were not made in compliance with the law of supply and demand, but by the mandate of a Government agency which often acted for short periods and without warning.

The priority situation was no better for the contractor. Having placed his order with the mill with full confidence that his priority order would see him through in time, he was later met with a new priority order held by another contractor, which relegated him to the rear. There are many instances where his finished article was seized by another agency of the Government, because the greater need lay there. In this class also I believe that justice should be done to the contractor who suffered loss by the condition which was forced upon him and which he could not have foreseen.

The second section of the bill permits the Secretary to make payments where written promises were made to contractors involving the performance of their contracts. In the stress of war it was not always possible to throw around the work the formalities required by the accounting laws. Orders given and followed in good faith have been held void by the accounting officers because not considered to be in accordance with the terms of the contracts under consideration. The accounting system is rigid, and could not yield to the exigencies of the situation as it appeared to the administrative officers. It is not believed that the accounting officers exercise any undue supervision of administrative work. So long as existing law is on the books they could hardly have done other than they have done. But it is believed that legality should be given to the orders issued in good faith by the administrative officers in the anxiety to meet war conditions which could not have been foreseen when contracts were made, and to permit payment where funds are available. If funds are not available, authority should be given to report the facts to Congress for appropriation. In this connection will be recalled that after the armistice Congress withdrew many millions of war appropriations which had previously been made and which were available when the orders here in question were issued.

The third section of the bill relates to liquidated damages. It is true that, with slight exception, no department head has authority to remit liquidated damages as stated in a contract. Time may be extended for causes mentioned in the contract, but equities may not intervene. Most of the claims under this section are public work cases. The provisions of the contracts were more or less rigid, made on the prewar basis. A failure to get material, even when this failure was caused by another Government activity, has been held by the

comptroller to be no cause for remission of liquidation. I believe that justice requires the remission of these claims in proper cases.

The fourth section of the bill carries an appropriation of \$50,000 for the cost of its execution. I believe that this should be increased to \$100,000. It is impossible to say how many claims will be presented and must be examined if this bill becomes a law. Lacking the authority to settle them, no complete account has been kept of them. A summary was sent to the committee at the last session, but this did not pretend to be complete. It is probable that the major claims were included and many minor claims omitted. It is probable that many claims can be compromised across the table, and will need no expert accounting. It will cost the Government less to be liberal in such settlements than to stand the cost of accounting. But some accounting must be had, and such work is very expensive. Outside of this the cost would be limited to supplies and to clerical and some technical assistance.

Summing up, I wish to express the hope that the Congress will promptly pass legislation of the substance submitted. The form is not so important as is the closing of these controversies; closing them with honor to the Government and justice to its citizens.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives, United States.*

[H. R. 3149, Sixty-seventh Congress, first session.]

A BILL For the relief of contractors and subcontractors, including material men, for work under the Navy Department, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy, under such regulations as he may prescribe, is hereby authorized and directed to receive and investigate claims, submitted under oath and filed with the Navy Department within sixty days from the passage of this act, looking to reimbursement of contractors, through appropriations to be made by Congress for that purpose, upon estimates furnished by the Secretary from time to time, for actual losses under fixed-price contracts occurring after April 6, 1917, but not including losses of anticipated profits, which actual losses have been brought about by the action of Government agencies after the date upon which such contracts were entered into and which have arisen under contracts made between April 6, 1917, and November 11, 1918, or under contracts which were due for completion after April 6, 1917, either by the terms of the contracts or authorized extensions thereof.

The Secretary shall reject claims for losses arising from loss or cancellation of commercial business resulting from mandatory orders placed by the Navy Department or from fixed-price contracts made by or under the authority of the Secretary of the Navy voluntarily entered into with the Navy Department; and claims based upon any contract or order modified or canceled in whole or in part, the terms of which modification or cancellation shall have been agreed upon by the parties to the contract since November 11, 1918; but execution of a final voucher or release under the provisions of a contract shall not bar the claimant from relief under this act if he is otherwise entitled thereto. In case the performance of the contract by any contractor as contemplated herein is not completed prior to the passage of this act, the claimant may file a preliminary claim within sixty days after the passage hereof and may thereafter, within thirty days after the completion of work under such contract, file final claim. As a condition precedent to such investigation the Secretary shall first require each claimant to make affidavit that he did not make a net

profit of 6 per centum on the entire volume of his business with or for the United States Government upon contracts entered into during the period between April 6, 1917, and June 30, 1919, or that were due for completion after April 6, 1917, either by the terms of the contracts or authorized extensions thereof. The word "contractors" shall be deemed to include subcontractors and material men who may present their claims either directly to the Secretary of the Navy or through their respective contractors. The Secretary of the Navy, for the purposes of this investigation, shall have the right to summon witnesses and examine them under oath, acting either in person or through such agencies as he may establish, and may require the claimant to exhibit his books and papers, and may, within his discretion, submit affidavits of the claimant to the Secretary of the Treasury to be compared with income-tax or other returns from the affiant on file in the Treasury Department, and whenever it shall be found by the Secretary of the Treasury that there is a discrepancy he shall notify the Secretary of the Navy that the affidavit appears to be insufficient, and whenever the discrepancy appears to be of such nature as to warrant such action shall make the necessary reference to the Department of Justice.

SEC. 2. That the Secretary of the Navy and the accounting officers of the Government be, and they are hereby, authorized and directed to adjust, pay, or discharge any obligation arising under any written agreement that for the purpose of expediting the prosecution of the war has been entered into in good faith during the present emergency and prior to November 12, 1918, by or under the authority of the Secretary of the Navy.

SEC. 3. That the Secretary of the Navy is hereby authorized as an incident to the relief contemplated by this Act, to waive, mitigate, or remit liquidated damages for delays in completion of contracts, deducted under the provisions of contracts falling within the scope of this Act, in those cases and to the extent that such delay is ascertained to be due to the causes specified in section 1 of this act, and he is authorized to prescribe regulations for the purpose of carrying this provision into effect.

SEC. 4. That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$50,000, or so much thereof as may be necessary for the payment of the expenses of the investigations authorized by this act, including such additional clerical and technical assistants as the Secretary of the Navy may see proper to employ, which technical assistants may be employed without regard to civil-service rules.



[No. 8.]

**Relief of Contractors—List of Claims.**

(H. R. 3149.)

**NAVY DEPARTMENT,  
BUREAU OF YARDS AND DOCKS,  
Washington, D. C., January 4, 1921.**

260-1

From: Bureau of Yards and Docks.

To: Secretary of the Navy.

Via: Solicitor, Navy Department.

Subject: H. R. 13706, "For the relief of contractors and subcontractors, including material men, for work under the Navy Department, and for other purposes." Claims under.

Reference: Assistant Secretary's letter 26255-581:5, dated December 14, 1920.

Inclosures:

(A) In duplicate—Claims for extra compensation or remission of damages under public works contracts in force during period of the war and under which final adjustment has been made.

(B) In duplicate—Claims for extra compensation or remission of damages under public works contracts in force during period of the war and under which final payment had not been made December 31, 1920.

1. In accordance with the request made in the above reference, there is forwarded herewith the above listed inclosures.

2. Inclosure (A) lists all contracts awarded but not completed prior to March 1, 1917, under which claims have been filed; and all contracts awarded during the period March 1, 1917, to November 11, 1918, inclusive, under which claims have been filed. These claims have been further segregated into those coming within the scope of clause first; those coming within the scope of clause second; those coming within the scope of clause third; and those coming within the scope of both clause first and clause second of above reference.

3. Inclosure (B) lists all contracts awarded during the period March 1, 1917, to November 11, 1918, inclusive, under which final payment had not been made December 31, 1920, but under which it is assumed that claims will be filed. The claims have been further segregated into those coming within the scope of clause first; those coming within the scope of clause second; and those coming within the scope of both clause first and clause second of above reference.

C. W. PARKS.

NAVY DEPARTMENT,  
BUREAU OF YARDS AND DOCKS,  
*Washington, D. C., December 31, 1920.*

**CLAIMS FOR EXTRA COMPENSATION OR REMISSION OF DAMAGES  
UNDER PUBLIC-WORKS CONTRACTS IN FORCE DURING PERIOD  
OF THE WAR AND UNDER WHICH FINAL PAYMENT HAD NOT BEEN  
MADE DECEMBER 31, 1920.**

**CLAIMS COMING UNDER CLAUSE 1—ASSISTANT SECRETARY'S LETTER,  
26255-518 : 5, DATED DECEMBER 14, 1920.**

2379—D. Westinghouse Electric & Manufacturing Co., Hibbs Building, Washington, D. C., turbo alternator, navy yard, Mare Island, Calif. Amount of claim probably \$872.37, deducted by the bureau to cover cost of repairs and realigning of machine, claimed by contractor to be due to settlement of foundation installed by the Government.

2396—A. M. J. Roche Construction Co., 301 Johnston Building, Cincinnati, Ohio, power house, navy yard, Norfolk, Va. Amount of claim indefinite, covering losses suffered due to alleged delays on the part of the Government.

2396—B. M. J. Roche Construction Co., 301 Johnston Building, Cincinnati, Ohio, power house, navy yard, Philadelphia, Pa. Amount of claim indefinite, covering losses suffered due to alleged delays on the part of the Government.

2416. J. Henry Miller Co., Baltimore, Md., extension to Bancroft Hall, Naval Academy, Annapolis, Md. Amount of claim probably \$52,540, covering amount deducted by the bureau for repairs to and damages resulting from defective waterproofing of roof.

2458—B. Carroll Electric Co., Washington, D. C., lighting system for machine shop, navy yard, Norfolk, Va. Amount of claim probably \$812.50 deducted by the bureau for three transformers shipped by the contractor and received at the yard, but later lost or stolen and not replaced.

2577. Jarrett-Chambers Co., 30 West Forty-second Street, New York, N. Y., shipbuilding ways No. 2, navy yard, New York, N. Y. Amount of claim indefinite, covering alleged losses suffered due to delay on part of the Government in clearing site, and due further to the cramped conditions under which the work had to be carried on.

2691. H. P. Converse & Co., 88 Broad Street, Boston, Mass., pier and bulkhead, navy yard, Norfolk, Va. Amount of claim indefinite covering losses suffered and increase in pay of workmen during prosecution of the work.

2741. Griffiths Concrete & Construction Co., Pittsburgh, Pa. 11 magazine buildings, St. Juliens Creek, Va. Amount of claim indefinite, covering alleged losses suffered during prosecution of the work due to Government delays.

2891. Sanford Riley Stoker Co., Worcester, Mass., mechanical stokers, naval aircraft factory, Philadelphia, Pa. Amount of claim indefinite, covering alleged losses suffered due to delays on the part of the Government.

2896. Carroll Electric Co., Washington, D. C., induced draft fans navy yards, Norfolk, Va., and Philadelphia, Pa. Amount of claim

ably \$1,680.49, covering losses suffered due to alleged delays on the part of the Government.

2898. F. W. Mark Construction Co., 1701 Finance Building, Philadelphia, Pa., concrete reservoir, Navy mine depot, Yorktown, Va. Amount of claim indefinite, covering losses suffered during prosecution of the work.

2909. The Merrill Co., 98 Granite Street, Boston, Mass., mechanical equipment and piping for power plant, submarine base, New London, Conn. Amount of claim indefinite, covering losses sustained during the prosecution of the work due to alleged delays on the part of the Government and to poor priority ratings secured.

3104. Weiss Construction Co., 40 Court Street, Boston, Mass., intake tunnel, navy yard, Portsmouth, N. H. Amount of claim indefinite, covering compensation for installing temporary supports or support of dry dock crane rails over tunnel during prosecution of the work.

3136. Hixon Electric Co., 246 Summer Street, Boston, Mass., electric lighting and power wiring building No. 2, navy yard, New York, N. Y. Amount of claim probably \$6,741.74 covering losses suffered and increase in wages of workmen due to alleged delays on the part of the Government.

3200. Hyde & Baxter, Washington, D. C., circulating system, navy yard, Washington, D. C. Amount of claim indefinite, covering extra compensation for work performed which it is alleged is not covered by the contract.

3219. Ross Construction Co., 935 Forum Building, Sacramento, Calif., marine railway, San Diego, Calif. Amount of claim indefinite, covering losses suffered due to abandonment and termination of work by the Government.

3247. English Bros., Champaign, Ill., three regimental units, naval training station, Great Lakes, Ill. Amount of claim indefinite, covering losses suffered due to the fact that the contour of the site did not agree with the elevation shown on the contract plans.

3255. M. W. Kellogg Co., 90 West Street, New York, N. Y., Radial Block Chimney, naval operating base, Hampton Roads, Va. Amount of claim \$2,107.38, covering excess costs due to alleged failure on the part of the Government to provide a roadway to the site.

3307. Warren-Moore & Co., Philadelphia, Pa., naval hospital buildings, Wards Island, N. Y. Amount of claim \$33,014.29, of which sum \$18,209.83 covers excess of contractor's estimate over actual cost of certain extra work as determined by the P. W. O., which sum was disallowed by the bureau, and the balance covers additional compensation for rock encountered in excavation, alleged not indicated on contract plans.

3355. Chicago & North Western Railway Co., Chicago, Ill., subway, naval training station, Great Lakes, Ill. Amount of claim indefinite, covering increased costs due to reduction of working hours, change in grade tracks, etc.

CLAIMS COMING UNDER CLAUSE SECOND—ASSISTANT SECRETARY'S  
LETTER 26255-581: 5, DATED DECEMBER 14, 1920.

2469. R. H. Arnold Co., Washington, D. C., storehouse, Charleston, S. C. Amount of claim probably \$14,850, covering refund amount assessed by the bureau as liquidated damages for delay.

2650. Austin Co., Cleveland, Ohio, radio towers, high power radio station, Annapolis, Md. Amount of claim \$26,000, covering refund of amount assessed by the bureau as damages for delay in completion.

2668. Richmond Structural Steel Co., Richmond, Va., two seaplane hangars, naval operating base. Amount of claim indefinite, covering probable assessment by the bureau of damages for delay in the completion.

2673. J. S. Packard Dredging Co., 1004 Turks Head Building, Providence, R. I., dredging, naval coal depot, Melville, R. I. Amount of claim \$2,420, covering refund of amount assessed by the bureau as liquidated damages for delay.

2693. Harwood & Moss, 307 Law Building, Newport News, Va., an electrical and a general school building, naval operating base, Hampton Roads, Va. Amount of claim probably \$8,500, covering refund of amount assessed by the bureau as liquidated damages.

2711. Westinghouse Electric & Manufacturing Co., Washington, D. C., rotary converters, Navy Yard, Washington, D. C. Amount of claim probably \$6,795, covering refund amount assessed by the bureau as damages for delay in completion.

2763. Warren-Moore & Co., Philadelphia, Pa., boiler shop, navy yard, Washington, D. C. Amount of claims probably \$12,100, covering refund amount assessed by the bureau as damages for delay in completion.

2817. King Lumber Co., Charlottesville, Va., Hospital Corps Training School, naval operating base, Hampton Roads, Va. Amount of claim probably \$6,400, covering refund amount assessed by the bureau as liquidated damages for delay.

2848. E. J. Electric Installation Co., 221 West Thirty-third Street, New York, N. Y., fire-alarm system, naval operating base, Hampton Roads, Va. Amount of claim \$3,405, covering refund amount assessed by the bureau as liquidated damages for delay.

2876. Martin F. Kelley, Newport, R. I., battery overhaul building, New London, Conn. Amount of claim \$7,100, covering refund amount assessed by the bureau as liquidated damages for delay.

2897. Jobson-Gifford Co., 30 East Forty-second Street, New York, N. Y., pipe tunnel, navy yard, Washington, D. C. Amount of claim probably \$7,275, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

2914. A. B. See Elevator Co., real estate Trust Building, Washington, D. C., elevator for Building No. 38, naval air station, Pensacola, Fla. Amount of claim probably \$450, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

2971. L. Barth & Son, 32 Cooper Square, New York, N. Y., kitchen equipment, Naval Hospital, New London, Conn. Amount of claim probably \$750, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

3035. King Lumber Co., Charlottesville, Va., lecture hall, naval operating base, Hampton Roads, Va. Amount of claim indefinite,



covering probably assessment by the bureau of damages for delay in completion.

3129-C. W. G. Cornell Co., Washington, D. C., generating plant, Naval Hospital, Norfolk, Va. Amount of claim probably \$7,600, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

3176. J. S. Packard Dredging Co., 1004 Turks Head Building, Providence, R. I., dredging and filling, Naval Torpedo Station, Newport, R. I. Amount of claim \$1,470, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

3448-B. Roscoe W. Littlefield, 357 Twelfth Street, Oakland, Calif., cafeteria, navy yard, Mare Island, Calif. Amount of claim \$460, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

3496. Hanson Bros. Co., 127 North Dearborn Street, Chicago, Ill., tressle bridges, Naval Training Camp, Great Lakes, Ill. Amount of claim \$700, covering refund amount assessed by the bureau as liquidated damages for delay in completion.

3509. Artesian Well Drilling Co., Real Estate Trust Building, Philadelphia, Pa., artesian well, naval proving ground, Indianhead, Md. Amount of claim \$1,500, covering refund amount assessed by the bureau as damages for delay in completion.

CLAIMS COMING UNDER CLAUSES FIRST AND SECOND—ASSISTANT SECRETARY'S LETTER 26255-581:5, DATED DECEMBER 14, 1922.

2504-A. Carroll Electric Co., Washington, D. C., distributing systems, navy yard, Norfolk, Va. Amount of claim indefinite, covering alleged losses and probable assessment by bureau of damages for delay.

2538. R. H. Arnold Co., Washington, D. C., officers' quarters, New London, Conn. Amount of claim probably \$13,949.42, covering refund of amount assessed by the bureau as liquidated damages for delay and losses suffered due to war conditions, abnormal weather, Government delays, etc.

2567. R. H. Arnold Co., Washington, D. C., barracks, New London, Conn. Amount of claim \$8,301.71 covering refund of amount assessed by the bureau as liquidated damages for delay and alleged losses suffered due to war conditions, abnormal weather, Government delays, etc.

2582. R. H. Arnold Co., Washington, D. C., ordnance storage buildings, New London, Conn. Amount of claim \$14,761.26, covering refund amount assessed by the bureau as liquidated damages for delay and alleged losses suffered due to war conditions, abnormal weather, Government delays, etc.

2598. Warren-Moore & Co., Philadelphia, Pa., extension to foundry, navy yard, Washington, D. C. Amount of claim indefinite, includes refund of the sum of \$2,900 assessed by the bureau as damages for delay in completion; balance covers additional compensation for

wage increases.

2636. Carroll Electric Co., Washington, D. C., foam fire protection system, Guantanamo, Cuba. Amount of claim indefinite, covering losses and probable assessment by the bureau of damages for delay.

2709. Edw. Christman, Massillon, Ohio, artesian wells, Indian-head, Md. Amount of claim indefinite, including \$7,950, covering refund amount assessed by the bureau as damages for delay, and the balance covering alleged losses suffered.

2801. H. E. Crook Co., Baltimore, Md., power-plant improvements, Naval Academy, Annapolis, Md. Amount of claim indefinite, covering alleged losses and probable assessment by the bureau of damages for delay in completion.

2955. J. H. Hutchinson, 1205 Callowhill Street, Philadelphia, Pa., installation of boiler, Naval Home, Philadelphia, Pa. Amount of claim \$1,498, of which amount \$880 covers refund amount assessed by the bureau as liquidated damages, and the balance covers credits deducted by the bureau for materials furnished by the Government during the prosecution of the work.

3070. Dawson Construction Co., Washington, D. C., hospital buildings, Naval Hospital, Norfolk, Va. Amount of claim \$16,343.67, of which amount \$10,000 covers refund liquidated damages assessed by the bureau for delay in completion, and the balance covers increase in wages of subcontractor's workmen.

3337. Louis J. Sieling, 171 Madison Avenue, New York, N. Y., railroad, New London, Conn. Amount of claim approximately \$8,603.39, of which sum \$640 covers refund amount assessed by the bureau as liquidated damages for delay, and the balance covers additional compensation alleged to be due for extra work.

3427. Carroll Electric Co., Washington, D. C., pumping-plant equipment and tank, naval ordnance plant, South Charleston, W. Va. Amount of claim indefinite, covering alleged losses suffered and probable assessment by the bureau of damages for delay in completion.

2462. R. H. Arnold Co., Washington, D. C., storehouse, New London, Conn. Amount of claim probably \$81,386.30, covering refund amount assessed by the bureau as liquidated damages for delay, and alleged losses suffered due to war conditions, abnormal weather, Government delays, etc.

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NAVY DEPARTMENT,  
BUREAU OF SUPPLIES AND ACCOUNTS,  
*Washington, D. C., December 21, 1920.*

To: Assistant Secretary of the Navy.

Subject: H. R. 13706, "For the relief of contractors and subcontractors, including material men, for work under the Navy Department, and for other purposes." Claims under.

Reference: Assistant Secretary to S. and A., letter 26255-581:5 S/W/Bm, dated 14 December, 1920.

No effort has been made to keep a definite record of claims made by contractors or subcontractors on account of increases in the cost of labor and material under flat-price contracts. These matters usually have come up as definite claims, but have merely been referred to in the course of correspondence in such a way that the parties have been informed that there is at present no statute under which such claims can be allowed.

However, the following cases have been located in the S. and A. files, in which it is indicated that claims to the estimated amounts stated might be filed in those cases if the bill above mentioned becomes a law:

Contract.	Name of contractor.	Estimated amount.
Dept. 1001.....	Gypsum Fireproofing Co., Chicago, Ill.....	\$3,257.10
Coast Guard cutters 32 and 34.....	Dubuque Boat and Boiler Works, Dubuque, Iowa (Ship-building Wage Adjustment Board). <sup>(1)</sup>	
Not stated.....	Bilton Machine Tool Co., Eastport, Conn. (National War Labor Board).	74.27
Various contracts.....	Eastern Malleable Iron Co., Bridgeport, Conn. (National War Labor Board).	1,450.81
Probably 42075, 39140, 32856.....	Poole Engineering & Machine Co., Baltimore, Md.....	40,000.00
34514.....	Sanitary Co. of America, Linfield, Pa.....	50,000.00
3419, 43056.....	Greenport Basin & Construction Co., Greenport, N. Y.....	40,000.00
32674, 32694.....	H. T. Shearer Machine Co., Waynesboro, Pa. (National War Labor Board).	12,970.00
3985.....	W. E. Thomas & Co., Norfolk, Va. (National War Labor Board).	10,000.00
42270.....	College Point Boat Corporation, College Point, N. Y.....	10,000.00
3422.....	Mathis Yacht Building Co., Camden, N. J.....	4,667.24
39731.....	College Point Boat Corporation, College Point, N. Y.....	3,000.00
3713.....	Louis L. Brown Co. (Inc.), New York City.....	30,000.00

<sup>1</sup> Not stated.

It is believed that many other cases than those above mentioned have from time to time been presented to S. and A., either in writing or orally, but it is not now practical to locate the same.

SAMUEL MCGOWAN.

NAVY DEPARTMENT,  
BUREAU OF CONSTRUCTION AND REPAIR,  
*Washington, D. C., December 22, 1920.*

To: The Secretary of the Navy.

Subject: H. R. 13706, "For the relief of contractors and subcontractors, including material men, for work under the Navy Department and for other purposes." Claims under.

Reference: (a) Department's letter No. 26255-581:5, December 14, 1920.

1. Referring to the department's letter, reference (a), relative to bill H. R. 13706, "For the relief of contractors and subcontractors, including material men, for work under the Navy Department, and for other purposes," the bureau submits below a statement, following the general headings contained in the department's letter, of claims filed of which the department would have jurisdiction if the bill referred to were to become a law:

FIRST.—Claims for excess cost of fixed-price contracts where the claim is based on the action of any Government agency, such as wage boards, or price-fixing boards, or transportation and the like, and where the contractor claims an actual loss on the contract under which the claim is made.

*Contractor.*—Electric Boat Co., No. 1770, A246.

*Contract.*—Submarines O-3 to O-10, T-1 to 3, R-1 to 20, S-1. Fixed-price contracts. Also for fixed-price machinery and parts. Submarines S-18 to 41.

*Statement of claim.*—This company has filed a claim for losses sustained under the contracts referred to. The department in its letter No. 28583-648:1, of May 13, 1920, appointed a board to ascertain the amount of such alleged losses. This board has not as yet submitted its final report.

*Contractor.*—New York Shipbuilding Corporation, U. S. S. *Idaho*, 18084-A/1.

*Contract.*—Department, fixed price, dated November 9, 1914.

*Statement of claim.*—The department, under date of June 19, 1918, stated that it expected to reimburse the contractor for increased cost of wages due to adoption of the Shipbuilding Labor Adjustment Board's scale. The Comptroller of the Treasury having decided that such increased cost could not be paid on fixed price contracts, same was later disallowed. The department, however, in its fifth indorsement No. 38513-537, of October 11, 1919, approved the recommendation of the bureau and authorized the board on changes to reopen changes already approved and to make such revised adjudication of the actual cost in connection with increased cost of wages on changes as it found warranted and to submit usual reports. The contractor's original claim for such increased cost under the Bureau of Construction and Repair and Engineering was (including such costs for changes):

(a) Increased rates.....	\$841, 566. 96
(b) Retroactive wages.....	145, 927. 02
(c) Overhead expense.....	4, 828. 52
Total.....	992, 322. 50

This amount of \$992,322.50 will accordingly be reduced by the amounts allowed by the board on changes to cover increased cost of wages on changes on this vessel. The contractor's estimate of such costs for hull changes was \$60,390. The bureau is not advised of the amount covering the machinery changes.

The contractor, in a letter of December 16, 1919, claimed the losses sustained on this contract to be approximately \$2,800,000 and claimed losses sustained since April 6, 1917, as follows:

(99-B-42-56.)

1. Increased cost by increased rates and retroactive wages, as awarded by the Shipbuilding Labor Adjustment Board.....	\$1, 528, 227. 00
2. Increased cost for overtime.....	314, 639. 86
Total.....	1, 842, 866. 86

*Contractor.*—Seattle Construction & Dry Dock Co., case 99-D7 1-14.

*Contract.*—U. S. S. *Gwin*, fixed price, dated March 8, 1916.

*Statement of claim.*—The Comptroller of the Treasury, under date of April 10, 1919, decided that increased cost of wages, due to the adoption of the Macy scale, on fixed-price contracts could not be assumed by the department. The contractor for the U. S. S. *Gwin* claimed \$184,096.12 on account of such increased cost of wages from August 1, 1917, to April 10, 1919. A claim was also submitted covering the period from April 10, 1919, up to and including February 28, 1920, as follows: Twenty-four thousand four hundred and fifty-four dollars and thirty-four cents covering increased wages on

<sup>1</sup> On account of the department permitting adjudication by the board on changes of the cost of increased wages for changes, the contractor estimates that this amount will be reduced by \$100,000.

direct day labor and 10 per cent night shift bonuses; also an item of \$2,641.57 for increased cost of wages on indirect labor.

*Contractor.*—Herreshoff Manufacturing Co.

*Contract.*—3280 NSA. Based on 1481-Y-18.

*Statement of claim.*—Claim for reimbursement of \$36,048.68, excess cost of seaplane barges 17-26 over and above the contract price, based on increase in wages and other difficulties beyond the contractor's control experienced in the construction of the barges. The department in its ninth indorsement No. 26801-1139:7, of December 4, 1919, has authorized a detailed investigation of the contractors' claim and statements.

*Contractor.*—B. F. Wood.

*Contract.*—3231 NSA. Based on 1474-Y-18.

*Statement of claim.*—Claim for reimbursement of \$31,802.63, excess cost of seaplane barges 47-56, over and above the contract price, based on increase in wages and other difficulties beyond the contractor's control experienced in the construction of the barges. The department in its ninth indorsement No. 26801-1139:9, of December 3, 1919, has authorized a detailed investigation of the contractor's claim and statements.

*Contractor.*—Robert Jacob.

*Contract.*—3230 NSA. Based on 1473-Y-18.

*Statement of claim.*—Claim for reimbursement of \$77,400.78, excess cost of seaplane barges 27-46, over and above the contract price, based on increase in wages and other difficulties beyond the contractor's control experienced in the construction of the barges. The department in its ninth indorsement No. 26801-1139:24, dated December 12, 1919, has authorized a detailed investigation of the contractor's claim and statements.

*Contractor.*—Luders Marine Construction Co.

*Contract.*—3281 NSA. Based on 1479-7-18.

*Statement of claim.*—Claim for reimbursement of \$21,341.09, excess cost of seaplane barges 57-60 over and above the contract price, based on increase in wages and other difficulties beyond the contractor's control experienced in the construction of the barges. The department in its ninth indorsement No. 26801-1139:8, of January 12, 1920, has authorized a detailed investigation of the contractor's claim and statements.

SECOND.—Claims for remission of liquidated damages under fixed price contracts which could not be remitted under the strict terms of the contract, but where the delays were caused by Government agencies in allocating material, or in fixing priorities, or the like: None.

THIRD.—Claims of expenditures under any formal contracts, fixed or cost-plus, which expenditures were made on the faith of some written supplemental agreement, whether in statutory form or not, or some written promise of reimbursement, or order, when such agreement, promise or order was made by the secretary or under his authority, and where the allowance of such claims has been prevented by some decision of the comptroller, either in the specific case or in a case so similar as to have been deemed to be controlling:

*Contractor.*—Todd Shipyards Corporation, case No. 16396-A10.

*Contract.*—Mine sweepers 37-42, fixed price, dated March 26, 1918.

*Statement of claim.*—At the time the contract for the construction of these vessels was executed, free lighterage in New York Harbor was included in the freight rates. Owing to the use by the Government of lighters in connection with loading transports, free lighterage in New York Harbor was discontinued by the railroad administration. Under the department's contract, the contractor was required to deliver certain material at his yard, freight charges prepaid. Due to the discontinuance of free lighterage, the company claimed reimbursement of \$7,800 on account of such additional costs. This the department disallowed, as a change under the contract. (Department's seventh indorsement, No. 28972-87, of Mar. 25, 1919.)

*Contractor.*—Bethlehem Shipbuilding Corporation, Union plant.

*Contract.*—Destroyers, cost-plus contracts.

*Statement of claim.*—The contractors were authorized by the department to add to their contracts a clause providing for additional protection for their plant, for which additional expense the department would reimburse the contractor. The Comptroller of the Treasury, in a decision under date of February 10, 1920, disallowed such changes amounting to \$72,097.85, covering a period from March 1, 1918, to December 31, 1918.

*Contractor.*—Bethlehem Shipbuilding Corporation, Fore River plant.

*Contract.*—Cost-plus ship contracts.

*Statement of claim.*—The local cost-inspection board has disallowed accumulated amounts of approximately \$393,959.37 as being in excess of the limit authorized by the department for earnings under money contracts.

*Contractor.*—Lake Torpedo Boat Co.

*Contract.*—Submarines O-11 to O-13, department contract dated. Fixed price.

*Statement of claim.*—The contractor claimed reimbursement of an amount paid out for compensation and liability insurance amounting to \$3,640.18 for these vessels, which the department in its third indorsement, October 1, 1919, No. 28580-432, disallowed on account of the comptroller's ruling that such increased costs could not be assumed by the department.

The contractor also claimed an amount of \$1,653.80 for increased cost of labor on these boats for the period January 1, 1919, to May 1, 1919, which the department in its fourth indorsement, No. 28580-410, of July 28, 1919, also disallowed as coming under the ruling of the Comptroller of the Treasury as to such costs.

*Contractor.*—Electric Boat Co., No. 99-S-53-30.

*Contract.*—Submarines N-1 to N-3, department contract dated.

*Statement of claim.*—The contractor claimed reimbursement for the additional cost of retroactive wages paid by the Seattle Construction & Dry Dock Co. (subcontractor) for the period August 1 to November 15, 1917, due to increased cost of wages amounting to \$1,597.35, which, under the department's indorsement (third) No. 28540-380, of June 3, 1919, was disallowed.

The final release for these vessels has been executed, and accordingly the board referred to under the Electric Boat Co.'s claim (first) will not consider this item.

*Contractor.*—Robert Jacob.

*Contract.*—C 384L7, 88-foot harbor tug No. 68.

*Statement of claim.*—The contractor claimed as a change under the contract cost of insurance in the amount of \$833.19, such additional expense being incurred on account of delays in completion of the boats through acts of the Navy Department. This claim was disallowed in accordance with a decision of the Comptroller of the Treasury, dated February 18, 1920.

*Contractor.*—Clayton Ship & Boatbuilding Corporation.

*Contract.*—C 38422, 88-foot harbor tug No. 53.

*Statement of claim.*—The contractors claimed reimbursement for insurance amounting to \$1,226.54, on account of the construction of harbor tug No. 53, for delay due to nonreceipt of boiler and other machinery equipment. This claim was disallowed in accordance with the comptroller's decision above referred to.

2. The foregoing is believed to cover such of the claims defined as have been referred or submitted to the bureau. It includes none of the pending claims for remission of liquidated damages, as it is believed that the contracts themselves provide for their proper adjustment. Claims pending arising from cancellation or modification of contracts have also been excluded.

3. The bureau desires to point out that the total of the claims above itemized will by no means represent the whole amount involved, as the passage of any bill of this nature will undoubtedly lead to the filing of a great number of additional claims.

4. The bureau further invites attention to the fact that any legislation of this sort will require careful and detailed investigation of nearly all the cases, involving not only a large amount of clerical and accounting work, but also an addition to the technical force of the bureau. As an illustration, the board, now investigating the claims of the Electric Boat Co. (see par. 1), has already taken a large part of the time of four officers, with accounting and clerical assistance, for several months. Proper examination of some of the other claims will require similar personnel and time.

D. W. TAYLOR.







[No. 9.]

## BUREAU OF AERONAUTICS.

### A Hearing on the Bill

H. R. 273

(Later amended and reintroduced as H. R. 5219)

**"To Create a Bureau of Aeronautics in the Department of the Navy."**

Before the

### SUBCOMMITTEE ON AERONAUTICS OF THE COMMITTEE ON NAVAL AFFAIRS, HOUSE OF REPRESENTATIVES, Monday, April 25, 1921.

The subcommittee met at 10.30 o'clock a. m., this day, Hon. Frederick C. Hicks presiding.

The CHAIRMAN (Mr. Butler). The committee will come to order. The Secretary of the Navy; Admiral Coontz, Chief of Operations; and Capt. Moffett, Chief of Aviation, are with us this morning to testify in regard to a bill introduced by Mr. Hicks and referred to the Subcommittee on Aeronautics, of which Mr. Hicks is chairman. The subcommittee will conduct the hearing and I will ask Mr. Hicks to preside.

Mr. HICKS. As chairman of the Subcommittee on Aeronautics I desire, before we consider the bill, to welcome the new Secretary of the Navy and to assure him that not only the Subcommittee on Aeronautics but the entire Committee on Naval Affairs look to him with the greatest confidence and highest respect, and we know that the cooperation between the executive and the legislative activities of the Navy will be along lines that will be productive of the most good to the Navy and for the progress of the service. Mr. Secretary, we welcome you here to-day before our subcommittee.

We have before us H. R. 273, which is a bill similar in tenor and character to the bill that was introduced in the last session of Congress, which had the unanimous approval of this committee, and which was placed on the calendar, but through the press of business in the last session we were unable to bring it before Congress for consideration. The Senate Committee placed it on their appropriation bill as an amendment, but the bill failed, and we have it before us now to be considered, in the hope that we will be able to pass it at an early date, for we feel it is imperative.

Mr. Secretary, of course you are familiar with the bill and we will you to take the stand so that we may obtain your views about bill. This bill, as you know, proposes to create in the Navy partment an executive bureau similar in character and in functions

to bureaus already established, so that we may bring into one bureau the various activities of aviation now scattered throughout the Navy Department in other bureaus. This bill had the sanction and approval of your predecessor; it had the sanction and approval of Capt. Craven, and I believe from conversations with you it has your approval and the approval of Admiral Coontz, as well as the approval of Admiral Taylor and Capt. Moffett.

Mr. Secretary, we will be glad to have your views on this bill, and if you have any suggestions to make in regard to how it might be changed we would be glad to hear them. We are going to ask you to make your statement and will not interrupt you until you have finished. Gentlemen, it is a pleasure to present Mr. Edwin Denby, Secretary of the Navy.

**Statement of HON. EDWIN DENBY, Secretary of the Navy.**

Secretary DENBY. Gentlemen, if I may, I would first like to say to you how much I appreciate the kindness, courtesy, and cordiality of your welcome to-day and upon a previous occasion when I came here.

In regard to this bill, there is very little, I think, that could be said by the Secretary of the Navy. You know probably quite as well as I the importance of aviation, the new element that has been projected into warfare on the sea. Aviation is absolutely new in the last three or four years on the sea and in sea warfare. It has not received sufficient attention by the Congress, by the people, or by the Navy. I earnestly hope it will receive that attention in the future.

We feel, in regard to the fleet, that it is lacking in one arm, unless aviation is completed and the fleet is rounded out. It is a good deal as it is on land. The Army is blind without its airships, and so is the fleet in modern days. If we could always hope to meet fleets that had no airships we should not need them, of course, but we know absolutely that if we ever do—and I hope we never shall—meet a fleet in battle it will be fully and completely armed with airships and we must try to meet them with an equally good force, at least, and I hope a greatly better force than any other fleet can bring against us.

I do not want to go into any related questions as to battleships and airships. So in regard to the immediate bill, it is only a bill, drawn very simply, to create a new bureau in the department, a bureau of aeronautics, and it is, in my opinion, vitally necessary in order to enable that branch of the service to properly function. At present the activities of the air are spread out through different bureaus. We have one division, called the Division of Aviation, but it has not the activities of aviation centralized in it. It is highly important, in my opinion, that those activities shall be centralized under one chief, of the same rank as other bureau chiefs, and that he shall have power to administer the affairs of aviation as distinct from the other branches of the service. This is a new thing. All of the other branches have to do with matters on the water or under the water, and aviation is absolutely distinct and should, I think, be treated in the Navy as a distinct branch. Therefore, I earnestly hope that this bill will pass.

It may need a little change in wording—very trifling, if any—which, perhaps, Capt. Moffett will explain, but the bill will meet a need very greatly felt by us. It will not increase the cost of admin-

istration of the Navy Department; on the contrary, it will probably considerably diminish the cost of administration by centralizing these activities under one competent head.

That is all I think I care to say about it, Mr. Hicks.

Mr. HICKS. I presume you would prefer to have Capt. Moffett take up the details in reference to the officers and men who are employed in aviation?

Secretary DENBY. I should; yes, sir.

Mr. HICKS. From your statement, Mr. Secretary, it appears that you are heartily in favor of the creation of this bureau?

Secretary DENBY. I am very greatly in favor of it, and let me say in that connection that the desire for this new bureau goes hand in hand with the very earnest desire to meet the wishes of the committee and Congress for economies in every direction where we consistently can meet them. That is the reason why I mentioned the fact that there would be no additional expense connected with the creation of this bureau.

Mr. HICKS. Mr. Secretary, you are familiar with the fact that last year Congress appointed a committee to take under consideration and advisement the matter of bringing together various activities of Government functions for the purpose of centralization and the elimination of activities where there was duplication, etc. You would think that this bill or, at least, the creation of a bureau of aeronautics in the Navy Department would be in line with that effort, would you not, and that the creation of such a bureau would tend to eliminate waste and overlapping in your department?

Secretary DENBY. Intradepartmentally, yes. Within the Navy Department this will tend to avoid the overlapping of activities. So, I say, intradepartmentally it is highly desirable. The larger features of the plan—that is, the interdepartmental correlations—do not enter into this picture at all, but within the Navy Department, beyond all question, this is in conformity with the spirit of the theory of cooperation between departments, the removal of undesirable and useless departments and divisions, and the concentration of authority where it belongs.

Mr. HICKS. Mr. Secretary, you and I have taken this up outside the committee, but I would like to have you make a statement, if you will, for the record, in reference to your power as Secretary of the Navy to create such a bureau by your own act and without an act of Congress. I understand you feel that you can not create this bureau under present laws.

Secretary DENBY. I am quite certain I can not.

Mr. HICKS. That was Mr. Daniels's view also.

Secretary DENBY. I will merely suggest one sufficient proof of the fact that I can not. I can not create a bureau which requires for its chief a gentleman who shall be appointed by the President of the United States and confirmed by the Senate. I could not, by my own act, create such a bureau or department in the Navy Department, but it must be done by law.

Mr. HICKS. Several Members of Congress to whom I have spoken have said that the Secretary has the power now to create this bureau if he wishes to do so, but the answer to that would be your letter to me, and your statement just now, that under the law you can not create such a bureau.

Secretary DENBY. And, if I may add a further statement, the President of the United States himself, in his message to Congress, asked for the creation of this very bureau.

Mr. PADGETT. The President has no power to create it?

Secretary DENBY. No; the President himself has no power to create it. Only Congress can do it.

Mr. PADGETT. The only power he would have would be to detail such duties as you might desire to an existing bureau?

Secretary DENBY. Yes.

Mr. HICKS. Of course, the President, in his message to Congress, recommended the creation of a bureau in the Navy Department similar to the one we are speaking about. Do you know whether or not he approves of this specific bill or is his recommendation merely a general recommendation?

Secretary DENBY. I can not tell you whether he approved this specific bill or not, but since his recommendation was a general recommendation, although quite specific as to what he wanted, and since this bill covers the general subject quite specifically, I can not conceive of his disapproving this bill, and I will venture to say that I am morally certain he will approve this or any similar bill necessary for this purpose.

Mr. HICKS. Thank you, Mr. Secretary. Mr. Chairman, have you any questions to ask the Secretary?

The CHAIRMAN. Have you thought anything about the number of men to be taken into the aviation section of the Navy? As you know, the present act of Congress limits the number. Would it be satisfactory to you if we should make the same limitations as is now contained in the general act?

Secretary DENBY. I do not quite follow you.

The CHAIRMAN. The present act of Congress provides for the number of officers and men to be employed in aviation, 150 officers and 300 men—and I think the department has heretofore considered that sufficient, and I think the members of the Naval Affairs Committee have felt the same.

Mr. PADGETT. That was the number considered sufficient years ago. The act limits the number of men to 300, but that number is wholly insufficient now, the service having grown. That limitation of 300 was put in before we went into the late war.

Mr. HICKS. The number of officers in aviation is 631, and the number of enlisted men 5,743.

Mr. PADGETT. But they came in under the war measures.

Mr. HICKS. I am just stating what there are in aviation at the present time. I thought we would take that up with Capt. Moffett, who is familiar with details.

Secretary DENBY. I should greatly prefer that you would, because he has in mind the technical details of this.

Mr. PADGETT. In the Regular Navy, under peace conditions, the number of enlisted men is limited to 300, and that number is now wholly insufficient, because it was fixed before we went into the war. The war came on and the war measures took care of it temporarily.

Mr. SWING. Mr. Secretary, I would like to ask you, for the record, your view as to whether this bill goes far enough? I have heard the opinion expressed on the floor—although it is not my opinion at all—that there should be one department created for all aviation, in the

Army, in the Navy, and in civil life. I would like to have your statement about that.

Secretary DENBY. You mean my answer as to whether or not I would believe in that?

Mr. SWING. Whether you favor it.

Secretary DENBY. I would not believe in it. I think the two branches of the service have two vastly different functions to perform with their air fleets, and that to enable them to properly function they should not be under one head. I should personally feel that it would be very injudicious to attempt an amalgamation for operating purposes; that is, the amalgamation of the Army, naval, and civil air fleets of the United States.

Mr. SWING. That would apply not only to the maintenance of the personnel, but also to the construction of the craft?

Secretary DENBY. I should think so, yes; decidedly, yes. The different functions of the two services, the Army Air Service and the Navy Air Service, must be realized, as well as the different methods of training, and it would be, I think, very injudicious and disastrous to attempt to unite them in one service.

Mr. McCLINTIC. We now have a committee studying the various activities of the Government for the purpose of preventing duplication and overlapping. Inasmuch as the Navy and Army use the same kind of balloons and, possibly, the same kind of dirigibles, do you think they ought to maintain separate factories for their production?

Secretary DENBY. Now you reach a different subject. I was speaking about the operating branches of the two services and, in my opinion, they are wholly different. If it is possible to get any kind of economy by building together or purchasing together, that is a different proposition.

Mr. McCLINTIC. It seems to me that is a very important point, that inasmuch as we use the same engines in our flying machines and, possibly, the same material in the construction of our balloons and dirigibles, that this committee should take that fact into consideration, so that there will not be duplication in buying and in manufacturing.

Secretary DENBY. I think, if I were on the committee, that I should go very slowly in attempting to readjust the methods of manufacture and purchase at this time.

Mr. HICKS. Mr. McClintic, a bill, such as you have in mind, has already been reported. It takes up the possibility of combining the services so far as production, experimental work, etc., are concerned, and later on we will probably have some hearings on that bill, for the subject is a large one. The bill before us only deals with a naval bureau.

Mr. McCLINTIC. The citizenship of this country has criticized many activities of the Government because of excessive buying, although that does not apply to the Navy as much as to the Army, I am glad to say; the Navy, seemingly, has been more efficient in its purchases than some branches of the Army, and it was my thought that inasmuch as we were considering this particular subject that that matter ought to receive some attention. I am very glad that Mr. Hicks has brought to my attention the fact that such a bill has

been reported. You realize that I am a new member and am not acquainted with all the program.

Secretary DENBY. I should like you to question Capt. Moffett and Admiral Coontz on that subject when they are on the stand.

Mr. PADGETT. In that connection and for the benefit of several of the new members I will repeat a statement I made at a former session. You will recall, Mr. Hicks, that when the committee was abroad, in August, 1918, we visited a number of airplane camps and places of operation in England. England had attempted to combine and had placed all the services under the Army. I personally talked with a number of Army officers, who were in control and operating, and without exception every single one of them expressed disapproval of it and stated it was not efficient and that it was not desirable, from the standpoint of the Navy and from the standpoint of the Army. I was talking with them on the aviation fields while they were operating the machines, showing us how they worked, etc.

Secretary DENBY. May I make a suggestion, Mr. Chairman? Very probably there will be hearings on that proposed bill, and while I do not wish to say anything that may seem improper, I would like to suggest that we are here to-day upon one specific bill, and I would like to ask that anything that I may have said upon any other bill be stricken from this record. I would like to be recorded on this bill and then I shall be ready on other bills.

Mr. HICKS. When the record is sent to you, Mr. Secretary, you are privileged to delete or add anything you desire. As you say, we are here to consider this specific subject, and I will ask the members of the committee to kindly defer questions as to other bills until later and especially as to the bill just referred to, because it is one of the biggest subjects before Congress. While we have gone into it quite extensively already, I do not believe we could possibly handle it this week if we should undertake it.

Secretary DENBY. I should like to know when I am going to talk about that.

Mr. HICKS. Mr. Secretary, we are very much obliged to you.

#### **Statement of ADMIRAL ROBERT E. COONTZ, Chief of Naval Operations.**

Mr. HICKS. Gentlemen, this is Admiral Coontz, Chief of Operations of the Navy, and head, at the present time, of the Aviation Service because aviation is an office in the bureau of which he is the chief.

Admiral, you have looked over this bill and the bill that we had before us in the last session of Congress?

Admiral COONTZ. Yes, sir.

Mr. HICKS. What is your opinion of the necessity of having a bureau of aeronautics in the Navy?

Admiral COONTZ. I am very strongly in favor of the bill. I have thought over this subject now very strongly for a year and a half and I find that the certain and sure possibility of efficiency and economy lies in having a bureau of aviation in the Navy Department with a proper head. As it stands now, it is one of the 11 divisions of operations. Neither I nor any human can properly handle it as it stands now. It has various interests in the Bureau of Construction and Repair, in the Bureau of Engineering, in the Bureau of Ordnance



and its personnel comes from the Bureau of Navigation. It is only by the most thorough coordination and teamwork and giving in many times on all sides that we have been as successful as we have.

The idea of this bill, of course, is to bring all under one head, so that we can draw in the representatives from these various bureaus and interests and have them properly coordinated. I believe that will be done by the passage of this bill, and that we will not only get greater efficiency but economy, because there is a great deal of lost time and lost motion in what we have to do, and very many conferences with representatives of bureaus, and things of that character, and correspondence, all of which will be brought directly under one head with the passage of this bill.

Mr. HICKS. In your judgment, what are the chief defects of the present system?

Admiral COONTZ. The chief defects of the present system are in having activities in various bureaus that have their own representatives and, as I say, it is remarkable to me that we get along as well as we do with the present arrangement. It is simply because people are willing and anxious to help that we have been as successful as we have been. But we do need a head there, a head who can transact business with the other bureaus, with Operations and with Navigation, and show what his needs are. This is one case where the Chief of Naval Operations is willing to give up something. He is glad to have somebody take the burden off of him; he is not reaching for any other fields to conquer, but he wants to give this thing up where it will be efficiently and economically administered.

Mr. HICKS. In your judgment, just what functions should be transferred to this bureau in case the bureau is created? You would not recommend at the present time that the personnel be taken over by this bureau, that is, the commissioning of officers and the training of the men would still go on under the Bureau of Navigation, would it not?

Admiral COONTZ. It would. I regard aviation and its future as a component part of the fighting navy; that aviation will be like the destroyer, like the submarine, like the submarine-chaser, the mine layer and the mine sweeper; that they are all a regular part of the Navy; that the men who are in aviation, as time goes by, will finally get to commanding ships and commanding fleets, and, therefore, they should all be, as all others are, under the Bureau of Navigation, which will give them the personnel. When Ordnance needs officers it goes to Navigation, as does any other bureau, and they give the officers out accordingly. We expect, of course, that a man who takes up aviation will in time get to the age when he can no longer carry on those activities, and that he will wear out young, like a baseball player; but we will expect to take him on and up with the Regular Navy. And as he gradually goes up to the command of a battleship or the command of a fleet, he will know what aviation is, and what component part it will play in the fleet activities and in fleet action that may come. His knowledge, then, as an all-around man will be much greater. They talk about a three-plane Navy now, which, of course, is coming on, and we believe that the officer who shall later command the necessary operations of the fleet and of the fleet itself should have knowledge of every one of the three planes.

**Mr. Hicks.** You are speaking in opposition of the possibility of an aviation corps?

**Admiral COONTZ.** Yes, sir; I do not think we need any more corps, and I would reduce the number if I had my way.

**Mr. Hicks.** Suppose this bureau should be created. The Office of Operations, of course, would come in close contact with it, and I would like to know just how you would handle the aviation service from the Office of Operations in regard to the operation of planes, etc.

**Admiral COONTZ.** I would handle them just as I would any other craft. They are ships, and we would handle them just as we would handle submarine chasers, destroyers, or anything of that sort.

**Mr. Hicks.** Would you say that it would not weaken in any way the relationship between the Bureau of Operations and aviation?

**Admiral COONTZ.** No, sir; none whatever.

**Mr. Hicks.** I presume the details in regard to the number of men employed should come from Capt. Moffett?

**Admiral COONTZ.** I would rather have Capt. Moffett answer as to that. I agree, though, with what has been stated here. The number now is probably entirely too small, but we must trust to Navigation, Aviation, and Operations to give them their proper number out of the Regular Navy as the time comes along.

**Mr. Hicks.** Are there any details in this bill in which you would suggest changes in any way?

**Admiral COONTZ.** Not that I recall now. There may be a few minor changes of small moment that Capt. Moffett can tell you about. I think that the general spirit and working of the bill are very satisfactory.

**The CHAIRMAN.** Admiral, the officers and men connected with this service will largely render their service on the land. Their training will be on the land, and, of course, the stations must be on the land, as well as the administrative features. It seems to me that most of the personnel engaged in aviation will be employed on land. Is that so?

**Admiral COONTZ.** I think that the majority of them would be on land, Mr. Chairman. Some of that land will be in our foreign possessions, or some of it will be in places of that character, and our stations will all be close to the water. While they will come back to land at night or at such times as may be necessary, of course, a great deal of the exercises will be over water at places like Pensacola, for instance.

**The CHAIRMAN.** But, necessarily, the larger part of the service must be on land?

**Admiral COONTZ.** Yes, sir; that is where they will be given their training.

**The CHAIRMAN.** At the same time, I have always been strongly in favor of what is called a sea Navy. I was wondering what would be the number of men, or the maximum number of officers and men likely to be detailed to this service.

**Admiral COONTZ.** I would rather have Capt. Moffett tell you that; but, in talking over the fact that most of these people would be most of the time on shore, as I have said, they would later on go into their regular duties in the Navy, and it would work out in that way.



CHAIRMAN. I believe that it is an important service, but, at the same time, I want to call attention to the fact that it is always intended to save expense for the Government, and I thought I would like to be as economical as possible in providing for this establishment.

HICKS. As a matter of fact, the creation of this bureau will not change the number of officers and men except as we increase the activities, will it?

SENATOR COONTZ. No, sir.

HICKS. It will not change the present status of the men and officers, and there is probably no reason why we should limit aviation activities when we do not limit battleship or submarine personnel?

SENATOR COONTZ. No, sir; it will not change their status at all. It is the same authority to get more if they need them.

ADGETT. With reference to the detail of men, the law does not limit the number that you should assign to battleships, cruisers, submarines, or destroyers, and this is an important agency or branch of service like those others I have mentioned. Therefore, the department would be free to assign men to it as they are needed and required for service, should it not?

SENATOR COONTZ. Yes, sir. Each branch makes its separate decision upon the Chief of the Bureau of Navigation, and he has to sit in judgment there and give them out in accordance with what he

ADGETT. According to the needs of the service?

SENATOR COONTZ. Yes, sir; after considering them carefully. That is what he will do in this case.

HICKS. A moment ago you were speaking of the personnel, and you referred to construction and repairs. Now, is it contemplated by the department in the establishment of an aeronautic bureau to establish an independent construction and repair department for that bureau?

SENATOR COONTZ. No, sir.

HICKS. Repairs for the aviation service would still be under the Bureau of Construction and Repair, just as the different services are taken care of with respect to that bureau?

SENATOR COONTZ. Yes, sir; just exactly. Their particular functions with regard to personnel would be in the operating line.

HICKS. That would be true in reference to using men detailed from the Bureau of Navigation?

SENATOR COONTZ. Yes, sir.

HICKS. And when construction and repair work was to be done, the actual work would be done by the Bureau of Construction and Repair from the plans submitted by the bureau of aeronautics?

SENATOR COONTZ. Yes, sir.

HICKS. Just as the other bureaus have such work done now?

SENATOR COONTZ. Yes, sir. That would be true of engineering or other work might come along.

CHAIRMAN. Did you ask the Chief of Operations how much salary he would pay the men and officers would get under this provision?

ADGETT. The law fixes that.

CHAIRMAN. I thought he referred to it.

SENATOR COONTZ. No, sir. I did not say anything about that. The law fixes that.

**Mr. KRAUS.** Along the line of Mr. Hicks's questions, you say that this does not affect the relation of this service to Construction and Repair, Engineering, Ordnance, or Supplies and Accounts. Now, what difference would your new organization make in your relations to any of the organizations?

**Admiral COONTZ.** This will give it a better standing, Mr. Kraus, and will enable it to have more authority. I can best illustrate that in this way: When a question comes up between Ordnance and Construction and Repair, it is thrashed out by the chiefs of the bureaus, and if any difference of opinion exists, it goes to the Secretary of the Navy. As it stands now, this service is simply a division of Operations. You might say that they deal with the subordinates in these various bureaus, and they in turn take it on up. It may finally have to come to the Chief of Naval Operations, and he may have to go to see one of those bureau chiefs or several of them, which makes of it a very long-time affair. The details could be much better brought out by Capt. Moffett. In general, that is the situation.

**Mr. KRAUS.** As a matter of fact, this service now has control of any funds appropriated for it, has it not?

**Admiral COONTZ.** Yes, sir.

**Mr. KRAUS.** Does not that give them complete power? Those who control the funds generally succeed in dominating action, do they not?

**Admiral COONTZ.** The allocation of those funds is now made by the Secretary of the Navy along the lines of the bill as it has always been prepared and passed by the House of Representatives and Senate. That allocation will continue to be made, I take it, as at present, to Construction and Repair for work which has to be performed by them, to Engineering in certain lines, to Yards and Docks in certain particulars, and to Ordnance. I do not believe, as I see it, that that question or situation would be materially changed, or that it would give to the aviation bureau any power superior to what it has now regarding appropriations. These matters pertaining to aviation are practically all decided by the Secretary of the Navy, even to the smallest amounts in the allocation of funds.

**Mr. Hicks.** But the officer in charge of that particular service is the chief, and he acts for you and practically acts for the Secretary.

**Admiral COONTZ.** Yes, sir. The other bureaus handle certain repairs, for instance, and they do not have to carry them to the secretary for signature, unless they amount to some considerable sums, or unless they think it necessary. This will give the chief of this bureau the power, as I take it, under the law, to allocate funds to other bureaus for their purposes. I take it that the money will be spent along the same lines as now.

**Mr. Hicks.** They already have that power to allocate the funds, have they not?

**Admiral COONTZ.** Through the Chief of Operations and the Secretary of the Navy.

**Mr. Hicks.** In other words, it would be his direct act without reference to them?

**Admiral COONTZ.** Yes, sir; unless the Secretary puts a limit beyond which no funds can be spent.

**Mr. McCLINTIC.** If this bureau is created, will it be necessary to increase the appropriation in order to maintain the same, or will you be able to allocate a sufficient amount of funds to take care of it?

**Admiral Coontz.** The bill provides that an allocation of funds will not be required, and that they will come from various expenditures that go into the bureaus now. I believe the bill provides for one chief clerk at \$2,250, and I take it that that amount would be saved in the minor clerkships. I may possibly be mistaken about that, but I think this bill mentions only one fund of \$2,250.

**Mr. Hicks.** Of course there will be a little extra expense in case the Secretary should appoint a captain at the head of this bureau. That would amount to the difference between the pay of a captain and the pay of an admiral.

**Admiral Coontz.** I think it would be about \$2,200.

**Mr. McCLINTIC.** Admiral, there has been a great deal said relative to preparations that are being made for a test which is soon to be made involving the destruction of 10 German ships which were given to the United States. Have you any information that you could give to the committee, or would care to give to the committee at his time, in regard to that matter, in order that we may be better informed as to this proposed test?

**Admiral Coontz.** The preparations for the test are under way. My recollection is that they will begin on the 21st of June and that they will be completed by the 20th of July. The transport *Henderson* is expected to carry out the observers, and I believe it will be the desire of the Secretary of the Navy that any member of this committee will be given passage to sea to witness the test.

**Mr. McCLINTIC.** Not on one of the German boats?

**Admiral Coontz.** Not on one of the German boats, except by special request. They have to be sunk. The proceedings are well under way. We are getting the planes together and we are preparing bombs and everything of that character. I want to make it clear, however, that this is not anything remarkable or spectacular, but it is entirely in line with our work of experimentation.

**Mr. McCLINTIC.** It is to be a scientific demonstration?

**Admiral Coontz.** Yes, sir; this is not a particular thing, but we carry on these experiments from day to day and from week to week. We carry on our experiments in bombing, with bomb sights and everything of that character. We simply happen to have certain German ships which have to be destroyed, and we will make certain tests and experiments in connection with their destruction. This will include in one case a search at sea to find where the craft is located. The whole affair can be witnessed by observers.

**Mr. McCLINTIC.** According to the agreement, is there anything at this country can salvage from those German ships that have to be destroyed?

**Admiral Coontz.** They must be absolutely and completely destroyed. We can not, in my judgment, take anything out of them and save it. That question has been brought up several times at various parts of the country, and requests have been received for engines, etc.

**Mr. McCLINTIC.** You can not save even any of the furnishings?

Admiral COONTZ. Nothing whatever, I take it. There has been a question as to where we would draw the line, and, in accordance with the treaty, as we read it—and I think they had the treaty gone over by the State Department, although I may be mistaken about that—everything must be destroyed.

Mr. McCLINTIC. I take it that if one of the ships had a library on board, we would not be allowed to take it off the ship.

Admiral COONTZ. That would be my judgment. We have had applications for things as high as the engines on the boats, but the department drew the line that absolute destruction meant destruction. It may be added, however, that nothing in the way of equipment was turned over with the ships.

Mr. O'CONNOR. Has the aviation service been so developed that you can send up a plane from the deck of a vessel?

Admiral COONTZ. Yes, sir; we can send planes from the decks of vessels, and we can send planes from the tops of turrets.

Mr. O'CONNOR. And, of course, they can return to the vessels.

Admiral COONTZ. The various nations now have airplane carriers from which they send airplanes, and the airplanes come back and land on the decks. They can be stopped within a very limited space.

Mr. O'CONNOR. That question was suggested by the chairman's statement in reference to making it a sea service.

Mr. HICKS. Capt. Moffett, the head of the Aviation Service, under the Bureau of Operations, is present. Capt. Moffett is the successor of Capt. Craven. Captain, how do you feel with regard to the creation of this bureau?

**Statement of CAPT. WILLIAM A. MOFFETT, Director of Naval Aviation.**

Capt. MOFFETT. When I first came to Washington to relieve Capt. Craven, I had no opinion on this matter whatever. I had not been on duty in Washington and knew very little about any of the discussions here. I had not been on duty here very long, however, before I saw the great difficulties under which Capt. Craven had been trying to do something for which he had no executive authority. He was acting practically or was trying to act as a chief of a bureau and was trying to perform the work of the chief of a bureau without having any executive authority whatever. Whenever he wanted to do anything, he would have to go to the Chief of Naval Operations and consult with him about it.

If there was anything that he wanted to have done promptly, first his request had to be made through the regular official channels, or through the Chief of Naval Operations, and in that way a great deal of time was lost. If he wanted to persuade some bureau of the importance of doing some work promptly, or something that was very vitally necessary to his service, he would have to start, perhaps, at the bottom of the department and work up to the top, or start at the top and work down, in order to get them to see his viewpoint of the matter. In other words, the chief of this service is responsible to the Chief of Operations in the conduct of all matters pertaining to aviation, and he has no executive authority whatever. He is directly responsible to the Chief of Naval Operations, and the responsibility is only indirectly upon him.

**Mr. HICKS.** You prefer this proposed system, because it is a special kind of service and you need in it certain kinds of people?

**Capt. MOFFETT.** Yes, sir.

**Mr. HICKS.** What are the chief drawbacks to the present system?

**Capt. MOFFETT.** I think the chief drawback is the great loss of time experienced in getting anything done. The other bureaus to whom must apply for work in connection with our engines, planes, etc., have a great deal of other work to do, and if they do not have as much interest in our work as they may have in other work, we may be greatly delayed. It is nobody's special or particular duty to see that matters go through, and they must be handled in the ordinary time way. For instance, our service is very much interested in the matter of getting catapults finished. We consider that something of great importance, because the successful launching and operation of planes from any kind of vessel depends very largely upon the catapult used. Now, if such things are furnished in the ordinary course of time, they might be furnished some time in the fall, but if the matter was one that enlisted somebody's particular interest, the work could be expedited and the articles furnished, perhaps, sometime this month. Of course everybody's job is nobody's job. The other bureaus that might take an interest in these things have not the time or they are short of personnel. They are overworked already, and of course they are interested in the thing as a whole and not in any particular thing. What aviation needs is to have some group of men who know something about it and who have had experience in it and who will get behind it and push it in such a way to get action.

I would say that the greatest need just now is to get action as fast as possible. I think that the principal object of this bureau would be to get quick action, or action at the earliest possible moment at the least possible cost. While this bureau would not employ any more people, they would be close together, and everything being together, we could get more work done in the same period of time. The personnel will be the same, and the total number of people on the active list of either officers or men will be the same.

**Mr. HICKS.** Have you a statement that you would like to make before we ask any questions?

**Capt. MOFFETT.** Yes, sir. As I have said a bureau of aeronautics in the Navy Department is needed in order to get quick action and results in furnishing the aviation needs of the fleet at the earliest possible moment and at the lowest possible cost, and so that one person could be held responsible to the Secretary of the Navy and the Chief of Naval Operations for the expenditure of naval aviation appropriations, and for the progress, success, or failure of naval aviation. I am quite sure that neither of those officials has the time to know the personnel and the conditions of the Aviation Service, and that is very necessary.

A bureau of aeronautics is also necessary in order to give the authority to the head of naval aviation that goes with the responsibility, that he may have executive and legal authority, and can give and have executed orders, instead of, as at present, merely being able to make requests or suggestions to the Chief of Naval Operations, who, in turn, if he approves them, must forward them to the various

bureaus, causing untold delay, and often no action at all, due to differences of opinion, etc., in the various bureaus. Another need for the bureau is in order to give morale and spirit to the present naval aviation personnel, both civil and naval, making them feel that they belong to a real organization that embraces and typifies the work that they are engaged in, and identified with, and this can only be done to the fullest extent by the creation of a naval bureau of aviation. This might be done to a greater extent if you had a corps, but the experience of the Navy has been that the fewer corps you have the better. For instance, we had an Engineering Corps in the old days which caused a great deal of friction until it was finally amalgamated. Another result of this bureau would be the saving of precious time that it now lost in red tape, although it is legal and necessary under the present law. It would save much of the delay in getting action, due to the fact that aviation is now scattered under the various bureaus and in widely separated office rooms.

The Navy Department, as you know, covers two blocks, and at the present time you have to walk the distance of two blocks in order to go from the present aviation office to the Bureau of Construction and Repair. That takes up a great deal of the time. If you had all of these activities brought together in one part of the building, the work could be done to much better advantage. It would result in the concentration of the personnel so that more work could be done by the same number of employees in the same time. It would effect economy due to the concentration of effort, personnel, material, and policy, which is impossible under the present system. The prime necessity for economy is fully realized. The present financial condition of the country and of the Government is entirely different from what it ever has been before, and it is realized that Congress can not be as liberal as it has been in the past in appropriations for the national defense. Therefore no time should be lost in passing any measure that will effect economy. Without the aviation that it needs or should have, our fleet is lost if it engages an enemy equal in other respects, and having also an overwhelming advantage in aviation. Without the aviation it should have, the millions invested in the fleet are thrown away, and without it the fleet is in constant danger. Not an instant should be lost in pushing to completion the aviation needs of the fleet. A bureau of aeronautics will do this, and do it as fast as it can possibly be done.

The fleet's success and its very existence depend on its aviation. Aviation depends upon the creation of an organization under which it can operate and progress. Therefore, for the safety of the fleet and its efficiency, this bill should be passed and passed as soon as possible. If we do not have aviation, we are behind, and our fleet will be in a dangerous position. Of course, I may have become partisan since I have been associated with aviation, but I consider it tremendously important that nothing be left undone to push it and to get action on it. If we can get some drive behind it, we will get results quickly, but I know from Capt. Craven's experience and from mine since I have been here, that it can not be done under the present system. You can not get action fast enough under our present system.

Mr. HICKS. There are two points I would like to question you about, one being the number of officers and men in the Aviation

vice and the other the method of handling the service at the present time as between your service and the other bureaus. Let me set up first the number of employees. As I understand you, you are at the present time 631 officers.

**Capt. MOFFETT.** Yes, sir.

**Mr. HICKS.** And about 5,743 enlisted men?

**Capt. MOFFETT.** That is correct.

**Mr. HICKS.** Of course, the number of men does not properly come within the purview of this bill, but it is a very important matter to us that the number be kept down to the very minimum. In looking over the details of the officers and men that you have given me here, of course, anyone would be struck with the enormous percentage of the men on shore, but so long as we maintain shore stations, that is a necessary result. It is our hope, however, that aviation will be more on the water and less on the land. If that should come about, we could probably reduce the number of men on the beach—that is, transfer them from the land to the water.

**Capt. MOFFETT.** If we had carriers there would be, of course, as many men with the planes on the carriers. We must, however, have flying stations on land somewhere.

**Mr. HICKS.** If we should inaugurate an extensive airplane-carrier program, which I feel we should do, then, of course, the percentage would materially change as between the men on water and those on land.

**Capt. MOFFETT.** I think if we had the carriers, we might have fewer stations on shore, except for the experimental work that might be better done there. The primary object of the stations we have on shore, or nearly all of them, is to communicate with the fleet, and, therefore, our stations must be on the water or connecting with the water. The planes on the sea carriers will be radically different from those used on land. Our object is to have them as far as possible on land bordering the water.

**Mr. HICKS.** I notice that at Rockaway, for instance, we have five clerks, and at some other stations three clerks. Now, suppose we had this bureau created, and this business should come directly under your supervision, would it not be possible to reduce the number of men and the number of officers that you have detailed to these various stations?

**Capt. MOFFETT.** You are referring to the civilian force?

**Mr. HICKS.** Yes.

**Capt. MOFFETT.** I can not say. I think probably we could, but in that I would be guided largely by the recommendation of the commanding officer.

**Mr. HICKS.** We have the Bureau of Yards and Docks building the Lakehurst hangar and we have the Bureau of Yards and Docks doing construction work somewhere else. At the same time aviation is doing some construction and the Bureau of Construction and Repair is liable to be doing something, and we may have two or three bureaus working in the same locality. Now, if this bureau is formed, would it not be possible to eliminate some of that duplication?

**Capt. MOFFETT.** I think it would undoubtedly be possible; yes, sir.

**Mr. HICKS.** That is what we are all interested in, cutting down this expense as much as we can, and it does seem to me that this bureau would do some of this at the shore stations.

Capt. MOFFETT. I did not see what you were getting at. Yes; could undoubtedly be done.

Mr. HICKS. Is that a fair conclusion?

Capt. MOFFETT. It certainly is.

Mr. HICKS. Admiral Coontz, is that a fair conclusion?

Admiral COONTZ. Yes, sir.

Mr. HICKS. Mr. Secretary, would you feel the same way?

Secretary DENBY. Undoubtedly.

Mr. HICKS. Therefore the bureau would mean economy so far as the condition of affairs at some of these shore stations is concerned.

Capt. MOFFETT. Yes, sir.

Mr. HICKS. I understand that as to the classified civilian employees engaged on aviation work the following is the condition: There are 522 at an annual cost of \$776,869, of which 448, at a cost of \$652,000, are chargeable to naval appropriations; that is, in the Navy \$652,000 is appropriated for 448 employees to be used in aviation activities, and of that number there are 146 who are paid from appropriation made for aviation. The remainder of 74 are paid under the legislative, executive, and judicial bill.

Capt. MOFFETT. Yes, sir.

Mr. HICKS. And in addition there are some 726 unclassified employees on the average employed on projects at stations the cost of which comes from the aviation item.

Capt. MOFFETT. Yes, sir; that is correct.

Mr. HICKS. If we should create this bureau, how would we handle these employees? Seventy-four of these classified employees in the city of Washington are paid under the legislative, executive, and judicial bill, and that number would continue to be provided for by other means. Of course, that is outside of your provision. How would you take care of those provided for under the Navy appropriations?

Capt. MOFFETT. We could not touch that number; no, sir; for instance, a great deal of the work of the Bureau of Ordnance done for aviation is not charged to it directly.

Mr. HICKS. Not charged to aviation?

Capt. MOFFETT. You see, the work interlaps. Drafting would be a good example. You take the drafting, for instance, on that catapult, or on some gun. They are getting up plans or something of that sort, and it is hard for them to get a draftsman specifically that work without taking some of their own draftsmen. They do not want to hire a special employee for that piece of work, keep him for a few days and then discharge him, but they want to take draftsmen that they can keep for a year or more, and then in order to do that specific work they must use their own draftsmen, and that way sections of the work interlap, and that draftsman might be charged to C. and R. For instance, on that catapult we found we had \$6,000 that we could pay for the work, but the difficulty was getting a man, holding him for, say, three months and then discharging him. That was very difficult, and in fact we did not want to do anybody in that way, so that some Construction and Repair draftsmen and probably some steam engineering draftsmen would actually do that work. Another thing, it is special work, so that the whole thing overlaps in different places.



Mr. HICKS. If this bill should become a law, the 448 classified civilian employees now working for aviation throughout the country in different bureaus would all come directly under this bureau, would they not?

Apt. MOFFETT. I think they would; yes, sir.

Mr. HICKS. In other words, the civilian employees now in the Bureau of Construction and Repair doing drafting work for aviation, in the Bureau of Steam Engineering, would be taken out of those bureaus and placed in the bureau of aeronautics, would they not?

Apt. MOFFETT. I can not say that all of them would be, but we would concentrate the work as much as we could. We would take Commander Hunsacker and his whole force; they are now, I think, in the Bureau of Steam and R. I think most of them would be transferred to this bureau and be on our pay roll.

Mr. HICKS. This bill authorizes the Secretary to make such details as he thinks best.

Apt. MOFFETT. Yes, sir.

Mr. HICKS. In your judgment, would it not be better to take the man who is employed under Admiral Taylor on drafting for airplane work and bring him directly into your bureau?

Apt. MOFFETT. Yes, sir; I think so.

Mr. HICKS. That would be better all along the line, would it not?

Apt. MOFFETT. I think it would, but it would not be better as to details of officers and enlisted personnel, because they would still remain under Navigation, and we would have to make a request to the Bureau of Navigation for them.

Mr. HICKS. You are referring to the Navy personnel that might be transferred to your bureau?

Apt. MOFFETT. Yes, sir.

Mr. HICKS. And they would still remain under the Bureau of Navigation the same as other bureaus of course?

Apt. MOFFETT. Yes, sir.

Mr. HICKS. In other words, all personnel, both officers and men, now under Navigation will remain under Navigation even though the bill becomes a law, and all training would be done by Navigation as it is done for other arms of the service.

Apt. MOFFETT. That is correct, sir.

Mr. HICKS. But officers detailed to Construction and Repair and doing aviation work would come directly under your bureau?

Apt. MOFFETT. All officers, including the constructors, would report to the chief of aeronautics for duty and they would be directly under his orders.

Mr. HICKS. What I am getting at is this: The officers and enlisted men now doing aviation work in the Bureau of Ordnance, and every other bureau, except the Bureau of Navigation, would be taken out of those bureaus and placed under the bureau of aeronautics—is that correct?

Apt. MOFFETT. Yes, sir.

Mr. HICKS. What is your idea in reference to the airplane factory at Philadelphia?

Apt. MOFFETT. That would be under the chief of the bureau of aeronautics.

Mr. HICKS. That is, the Bureau of Construction and Repair would turn the factory over to your bureau and all laborers, all classified employees, and all officers and enlisted men there would come directly under this bureau and be paid by aviation?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. And the Bureau of Construction and Repair would pass out of it?

Capt. MOFFETT. I mean the men in charge of that factory—there are three constructors there now, and they would report to the bureau of aeronautics for duty, and the chief of that bureau would have supervision over them.

Mr. HICKS. Where would Admiral Taylor come in? Admiral Taylor has charge of that plant at the present time.

Capt. MOFFETT. But the funds are allotted through the Secretary and the Chief of Naval Operations.

Mr. HICKS. Yes; I understand. At the present time all the laborers come under Construction and Repair, I think, or most of them.

Capt. MOFFETT. They do; they are employed by them, but I think they are charged to the aviation appropriation.

Mr. HICKS. Some of them, but I do not think all of them. What I am getting at is this: How are you going to handle these activities that are now in these other bureaus, and if you can I wish you would make that clear to us, especially in regard to the Bureau of Construction and Repair?

Capt. MOFFETT. I think the way it would be handled is this: We will assume that we want a certain engine built; we would tell the Bureau of Steam Engineering that we wanted that engine built and request them to build it for us and allot them a certain amount of money, and then they would go ahead and build it.

Mr. HICKS. But I would think the design and specifications would be prepared by the officers that the Secretary detailed from the Bureau of Engineering to your bureau.

Capt. MOFFETT. That is correct.

Mr. HICKS. Therefore the design would be taken care of by your bureau, but the actual work would be performed by the Bureau of Engineering?

Capt. MOFFETT. Yes, sir; that is correct.

Mr. HICKS. Let us see if we understand each other. You would design the plane in the bureau of aeronautics, draw up the specifications, etc., and then turn those drawings and specifications over to the Bureau of Supplies and Accounts for outside construction, or to the Bureau of Construction and Repair if the Government was to build it?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. Now let us take up the aircraft factory. We own the airplane factory in Philadelphia and it is under the Bureau of Construction and Repair at the present time, under Admiral Taylor. Now, your idea is to take that plant completely away from Construction and Repair and put it under a bureau of aeronautics?

Capt. MOFFETT. I do not know that I made myself clear. I do not think it would be taken away from them in that sense, but we would have authority to tell them exactly what we wanted. If we wanted them to build a certain kind of flying boat or plans made for

lding such a boat, we would make the request on them and have no legal authority for doing it.

Mr. HICKS. Who is going to be "boss" over the airplane factory his bill becomes a law?

Capt. MOFFETT. I think the Bureau of Aviation will be.

Mr. HICKS. Then it will have charge of all the employees in that factory and it will be their factory, so far as supervision and management are concerned?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. Is that your idea, Admiral Coontz?

Admiral COONTZ. I never thought of that question before. My idea is that the Bureau of Aeronautics will attend to operation and that construction will be carried out by the various technical bureaus. I think that is the way it would work out. Very certainly aeronautics could not take over guns and things of that character which have got to be built by Ordnance. My idea is that Construction and Repair would still go ahead and construct and also repair, and all allocation of funds would be made by aviation to them, but the operation and the designing would be under aviation, the rest of it being as it is now.

Mr. HICKS. Following that up, your idea is that the bureau of aviation should design the planes, etc., turn the specifications over to Construction and Repair and say, "Won't you produce those planes and we will allocate a certain amount for their building"? Thus the factory and everything that relates to the actual construction, the physical part of construction, would remain as it is now, so that the only part the bureau of aviation would have charge of would be the mental part, the designing, etc., and the officers who would do the designing would be the ones who would be detailed to the bureau of aeronautics.

Admiral COONTZ. Yes.

Mr. HICKS. Let us take up another bureau. You will have a certain number of officers now in the Bureau of Steam Engineering detailed by the Secretary to this bureau of aviation who will design your motors; then, after the designs are made and approved by your committee, you would then go to the Bureau of Steam Engineering and say, "Gentlemen, please produce so many motors and we will pay you so much for them"—is that your idea?

Capt. MOFFETT. Yes, sir; that is correct.

Mr. HICKS. And that would be your idea, Mr. Secretary?

Secretary DENBY. That is exactly it; yes, sir.

Mr. HICKS. The expense of operating the factory, I assume, would come from this bureau's appropriation?

Secretary DENBY. That portion of the expense of operating it properly chargeable to aeronautics would come out of the aeronautics appropriation.

Mr. HICKS. But, as a matter of fact, all of it is properly chargeable to this bureau of aeronautics, because it is all run for the benefit of aeronautics.

Secretary DENBY. Yes; it would continue in that manner and be chargeable to aeronautics.

Mr. HICKS. In the interest of business efficiency I feel that the best plan would be—if it can be done—to bring all of the aviation work under one central authority, so that we will know what

aviation is costing us. I feel personally that the factory, being entirely an air craft factory, should be under the bureau of aeronautics. There is no one to-day who knows just exactly what aviation is costing this country, and if some way could be found by which the expense could be concentrated we would know exactly what aviation was costing us. Of course these details can be worked out later. I think that exhausts those two subjects, as far as I see them. Of course, you do not know how much you can reduce the number of enlisted men or officers at the present time in aviation.

Capt. MOFFETT. No, sir; I can not tell you right now, but I know we will do everything we can to reduce, although at present we have not as many as we need. We have just made a reduction, so that we need every man we can get.

Mr. HICKS. There is one other question I desire to ask, and I think it proper to address it to the Secretary. As I understand it, Mr. Secretary, in making transfers of classified civil service employees from one bureau to another, that while those employees may be on the permanent list, unless this bureau should be created by law, any transfers you might make to aviation would only be temporary—is that correct?

Secretary DENBY. That is correct. I do not see how we could ask a transfer to a nonexistent bureau; it has got to be a transfer to some bureau already in existence. However, the exact legal effect of it I do not know, although I know we can not have them permanently assigned.

Mr. HICKS. It is only a temporary assignment, as I understand it, Mr. Secretary DENBY. Yes, sir.

Mr. HICKS. The point I have in mind is this: If you can only make these temporary assignments, a man who is taking up new work is naturally not as much interested in it if it is a temporary assignment as if it were a permanent assignment—that would be correct?

Secretary DENBY. That would absolutely follow according to the average human psychology.

Mr. HICKS. If you are going to detail a classified employee from Construction and Repair to the Aviation Service it could only be temporary at the present time. Under the law you can not give that employee a permanent assignment?

Secretary DENBY. No.

Mr. HICKS. Therefore a man would not have as much interest in the work as if he were going to a position which would last for years.

Secretary DENBY. I can not tell you how long a temporary assignment will last. I think your point is very well taken, that a man would not have the same interest and keenness unless he knew he were being placed where his work could be completed and he could see the result of the work. In other words, that is common, ordinary human nature.

Mr. HICKS. I think the law is pretty nearly the way I have stated it, that your power to appoint in such a case is only temporary.

Secretary DENBY. I would like to make one further suggestion. I always have a very great objection to matters coming up afterwards and it having appeared that statements were made not fully in accordance with the facts as we anticipated them. I do not know

ther I followed you clearly in the matter of the reduction of the station personnel. In other words, I do not know whether I understood you to ask whether or not the shore stations could be materially reduced if we had aircraft carriers. Now, I bow to Mr. Moffett, but I do not know whether he fully understood it or

I personally can not assure you that there would be a very material reduction in the personnel employed at shore stations if we had aircraft carriers. I think the shore stations must still be maintained, even if we have aircraft carriers, because the aircraft carriers are to serve an entirely different purpose. But whatever economies can be effected will be effected.

Mr. HICKS. What I have had in mind, may I say to the committee, this, speaking of course only for myself: Shore stations, of course, realize are important, but the real functions of aviation in connection with the Navy are functions with the fleet.

Secretary DENBY. Yes.

Mr. HICKS. And the fleet is on the water and travels over the open seas.

Secretary DENBY. Yes.

Mr. HICKS. Airplane carriers and runways on turrets are essential to any mobile program; but as we go forward with airplane carriers, will our battleships with aircraft and make aviation more a part of the fleet, can we not reduce the stations on shore?

Secretary DENBY. We can to some extent, but all I wanted to get before you was that I do not think any man can foresee that reduction, and I do not think Capt. Moffett intended to make any definite statement of a material reduction. I do not believe that the average person considers the deck of a battleship the proper place to carry an airplane, and personally, having been present recently at the target practice of the fleet, I can not conceive how an airplane could be used during practice—I may be quite wrong, so I would like to be corrected—on a battleship anywhere except upon the top of the turret. The first salvo would tear it to pieces if it were anywhere on the ship, I should think, because I have seen men whose clothing was partly torn off when they were manning the subsidiary batteries and exposed to the effect of the blast.

An airplane is of such a nature that unless you can get it in some protected part of the ship I think it would be damaged immediately on the first salvo, the first gun, and in action, therefore, it would be unable to return to its ship. Neither can I conceive of an airplane skillfully manipulated that it can return and with safety alight on the deck of the turret, because the place is too small, I should think. I am speaking of matters about which I do not pretend to have technical knowledge, but I have seen the fleet in action and the possibility of airplanes alighting upon the decks of battleships during action, and we are thinking of action all the time, of trying to get the fleet fit to fight, and I can not conceive how they could return to the deck of a battleship during battle. It is out of the question. I should say. That means they must have a mother ship, an airplane carrier so devised that an airplane can return to it when its oil begins to be exhausted, its ammunition has given out, or there is any other reason that necessitates it. That necessarily means that you can only employ a certain number of men

who must accompany the fleet, for they are with the airplane carrier, and you can not assign too many men to an airplane carrier. Therefore the shore station must remain the principal place for training, I should think.

Mr. HICKS. For training we will have to have these stations, but we have stations now other than training stations, and the hope of this committee has been that the Navy would gradually eliminate the shore stations other than training stations and put the aviators more on the water and less on the land.

Secretary DENBY. A shore station is not alone maintained for training but is largely maintained for repair and maintenance.

Mr. HICKS. But there are some stations that are not used for repair work; they are used more for patrol work.

Secretary DENBY. I can only say that the attitude of the present administration, as expressed by the President himself, and I think thoroughly understood by every Cabinet officer, is that economy is the paramount thing, and if we can be trusted to use our utmost efforts to cut to the bone I think you will not have any reason to regret giving us that authority. You can, of course, give us authority to economize, but I mean give us the things that we need. I should hate very greatly to have anything go into this bill which should attempt to specify that we must discontinue certain shore stations until we know absolutely what we can do it with safety, but when we can, if you will trust us, it will be done.

Mr. HICKS. We have every confidence in you, Mr. Secretary. It would not go in this bill because it would not be appropriate.

Secretary DENBY. But the matter has come up in the discussion, and I simply wanted to be placed on record.

Mr. HICKS. I thank you very much, and I think we understand you. Mr. Chairman, have you any questions?

The CHAIRMAN. Mr. Secretary, have you had occasion to look into the expense of constructing the aircraft factory at Philadelphia and the cost of maintaining it?

Secretary DENBY. I have not.

The CHAIRMAN. I do not think it will be necessary to make a request that you do look into it.

Secretary DENBY. Absolutely not.

The CHAIRMAN. I have discovered that the cost of maintaining these institutions within our own borders has been pretty expensive and with a view of knowing what it is costing us at Philadelphia I hope the Secretary will be able to give us some information at a later date.

Secretary DENBY. May I suggest that every chief of bureau, and I think every man in the Navy Department, certainly every man at Washington, is thoroughly imbued with the idea of economy to the limit. I think, Admiral, that is a fair statement. We are doing our level best, and never a day passes but we attempt to make some economy somewhere. I might suggest that for us it is very important to get this bill out and pass it as early as possible.

The CHAIRMAN. There is one thing that it is important to inquire about, and that is the cost of maintaining the civil part of the proposed bureau, and if Capt. Moffett will come to-morrow morning at half-past 10, I think we can complete the hearings.

**Mr. McCLINTIC.** I want to have the record show that I have suggested to Admiral Coontz that it might be a good idea to obtain an opinion from the Attorney General as to whether or not certain articles could be salvaged from these German ships before they are sold.

**Admiral COONTZ.** I will look into that.

**Secretary DENBY.** That may be a matter for the State Department.

**Mr. McCLINTIC.** My only purpose is to have the committee protected and the Navy Department protected, so that if there should be any criticism in the future, it could be said that we talked about this subject and discussed the proper method to pursue.

**Secretary DENBY.** I am very glad you brought it up.

(Thereupon the subcommittee adjourned to meet Tuesday, April 26, 1921, at 10.30 o'clock a. m.)

**Tuesday, April 26, 1921.**

The subcommittee on aeronautics met at 10.30 o'clock a. m. this day, pursuant to adjournment, Hon. Frederick C. Hicks, chairman of the subcommittee, presiding.

#### **Statement of CAPT. WILLIAM A. MOFFETT—Resumed.**

**Mr. HICKS.** Captain, before we take up the matter that Mr. Butler wants to speak about, with his permission, I want to ask you in reference to the bill that was introduced in the Senate by Senator Keyes and the one introduced in the House by myself. The bills are practically the same, with the exception of the last couple of clauses, and it would seem to me that we ought to have the bills exactly alike so that there can be no quibbling when the matter comes up on the floor. My bill contains a section 4:

That the Secretary of the Navy is authorized to detail to aviation duty such officers and men from the Navy and Marine Corps as in his judgment the service requires.

Now, that section is not in the Senate bill. Do you think that is absolutely essential, or can it be eliminated without any injury, for it seems to me section 5 covers the subject.

**Capt. MOFFETT.** I think section 4 can be eliminated. We asked the people in the Judge Advocate General's office what they thought about it and the experts whom we consulted stated that they thought that was unnecessary; that it could be left out and make it, as you say, exactly like the Senate bill and also like the provision in the naval appropriation bill. The language of Senator Keyes's bill follows exactly the provision in the naval appropriation bill as introduced in the Senate.

**Mr. HICKS.** Then this section can be deleted, following the advice of your legal department?

**Capt. MOFFETT.** Yes, sir.

**The CHAIRMAN.** Right on that point, Capt. Moffett, do you think it advisable for us to have in this bill a limitation as to the maximum number of officers and men that might be detailed to the aviation corps?

**Capt. MOFFETT.** I think it advisable to leave it to the Secretary, just as officers and men who are detailed to any other duty are left

to him. We can not always foresee just how many we will need, and if it is left in his discretion they will be detailed as they are considered necessary for the best interests of the service as a whole.

The CHAIRMAN. The original act placed a limitation upon the number of officers and men, and I think the observation made by Mr. Padgett yesterday was a wise one, that at that time aviation was in its very beginning, but now it needs more men than the limit fixed in the original statute. I have no fixed opinion about it and as against military men I do not think I should have.

Capt. MOFFETT. I do not think we will get any more than we need, and I think it would be better for the service as a whole if this were left open to the Secretary of the Navy.

Mr. HICKS. Here is the point in regard to that, as I see it: The submarine service has no limitation as to the number of officers and men; the mine service has no limitation; the destroyer service has no limitation; and the battleship service has no limitation. The only thing Congress does is to limit the grand total, and it would seem to me that aviation should be placed on an equal footing with the other services.

Mr. VINSON. The only limitation is the amount of appropriations we apply to aviation, is it not?

Mr. HICKS. No. The pay of aviators, and all other men connected with aviation, comes out of "Pay of the Navy" and not out of the appropriation under the subhead "Aviation."

Mr. VINSON. I understand that, but nevertheless you must give this subhead sufficient appropriations to utilize so many officers and men in keeping up so many machines.

Mr. HICKS. The pay of the officers and men, which is what Mr. Butler has in mind, does not come out of aviation as such, as you know, it comes out of "Pay of the Navy," so that it could not very well be limited in that way.

The CHAIRMAN. The reason for it, then, is not quite clear to me, but nevertheless we will let it stand, as far as it concerns me. Now, Capt. Moffet, I will ask you—unless you are prepared to answer the question now—to write into the hearing, when you revise your remarks, the amount of money which aviation is costing the Government this year. I do not mean the appropriations that have been made for aviation, because there is a good deal of money charged against other funds that goes to aviation. There are two reasons why I ask for that information. One is that we may have some knowledge of what the service is costing, and the other is to have such information as will enable us to reply to the country, which has been disposed at times to criticize Congress because it has not appropriated sufficient money for aviation.

Capt. MOFFETT. You mean the total amount that may be charged to naval aviation for all purposes?

The CHAIRMAN. Yes.

Mr. DRANE. Do you mean month by month?

The CHAIRMAN. No; for the whole year.

Mr. DRANE. For the last fiscal year?

The CHAIRMAN. Yes. I am going to ask the captain a question which will show you what I have in mind. A good many of these activities are in the Bureau of Construction and Repair and some of the funds which we appropriate for the maintenance of the Bureau



Construction and Repair can be charged against aviation but are taken out of the lump sum appropriated by Congress for aviation. You see the point I have in mind?

Capt. MOFFETT. Yes, I see the point.

The CHAIRMAN. In addition to the Bureau of Construction and Repair, the Bureau of Steam Engineering has a good deal to do with aviation, and if you will take up this matter with the different bureaus that have these duties to perform and learn how much is charged against their funds for aviation and put them together in a report to me I will be obliged to you.

Mr. HICKS. Let us see how far that wants to be carried, because it is subject to minute divisions. For instance, Mr. Kelley, in making his estimated cost of aviation, included medicine and surgery. He took the grand total appropriated for the Navy for the Bureau of Medicine and Surgery, and then he took the grand total of the men in the naval service and the total number of men in the aviation service and pro rated it and charged against aviation its pro rata share. It seems to me that if we carry that subdividing to its logical conclusion we ought to take the cost of running the Navy Building, the legal department, the salary of the Secretary, etc., and pro rate them all. So that there is almost no limit to it unless we define what we mean by the cost of aviation.

Mr. VINSON. It seems to me Mr. Kelley was right in his calculation. I do not think you can charge the maintenance of a building against any specific branch of the service.

The CHAIRMAN. Any private institution would know exactly what a branch of its service is costing. Therefore, unless I have given you work to do that can not be done——

Capt. MOFFETT (interposing). We can do it.

The CHAIRMAN. I am quite sure you can do it.

Mr. HICKS. How far do you want to go? Do you want the statement to include the pay of the officers and men?

The CHAIRMAN. No; I would not pyramid it.

Mr. HICKS. There is a legal department in the Navy and Aviation; that department as to the titles to land, etc., and the expense of maintaining the legal department might be prorated and its proportional share charged against Aviation.

Mr. VINSON. It seems to me that is too far-fetched.

Mr. KRAUS. It is not fair to have the whole Navy carry this; I can carry it in this way, so that we ought to know what it is costing in order to have a guide for future appropriations.

Mr. HICKS. How about the prorata expense of running the Navy Building? Aviation occupies so many square feet of space and should that be included? I am as anxious as anybody to know what aviation is costing, because there is a tremendous allotment for it.

The CHAIRMAN. I have only asked in a crude way, but I think Capt. Moffett understands what I want, and I think there is something in it.

Capt. MOFFETT. I can get it for you this afternoon.

The CHAIRMAN. For instance, Aviation will get some money from Yards and Docks, and that is charged against the funds of Yards and Docks. I had these two bureaus in mind, Steam Engineering and Construction and Repair, and, third, Yards and Docks. I think

the captain can tell how far to go in a general way, because we can not know to the dollar; that would be impossible.

Capt. MOFFETT. I think I know what you mean, and I can get it in two or three hours.

Mr. HICKS. I think you should include the pay of officers and men, which is a big item, but I doubt the necessity of some items.

Capt. MOFFETT. I think I can get it this afternoon.

Mr. HICKS. I think we ought to have the pay of officers and men in such a statement.

The CHAIRMAN. I do not, because that is easily computed. Capt. Moffett can tell the Appropriations Committee—and we have nothing to do with that—whenever he goes there for his appropriation the number of officers detailed to aviation, the number of men detailed to aviation, and the number of doctors, and then anybody with a pencil and a piece of paper can easily figure that out. Therefore I will ask the captain to furnish the statement I have requested.

Mr. HICKS. You would not think that if 10 aviators were sent to the hospital at San Diego that their medical treatment should be charged against aviation?

The CHAIRMAN. No; because the hospitals are built for the whole service, no matter which branch the men belong to; the doctors are employed for all men in the service, so I do not think that should enter into it.

Mr. HICKS. I do think we ought to have the pay because that is the big item, the pay of the officers and men directly interested in aviation and detailed for that specific purpose. I think that should come in the cost of aviation because that is a direct charge against aviation, even though it comes out of another appropriation.

The CHAIRMAN. It might be well enough to have it; I can see no objection to it, because they are paid out of another fund and not out of the appropriation made for aviation and, perhaps, it would be well to know about that. Now, I think you had before you yesterday a memorandum showing some of the expenses of aviation. I heard Mr. Hicks say you had so many civilian employees.

Capt. MOFFETT. Yes, sir.

The CHAIRMAN. Are they paid out of the fund that is appropriated for aviation?

Capt. MOFFETT. Some of them are paid out of the aviation fund, some are paid out of Construction and Repair, and some out of Steam Engineering.

Mr. HICKS. And 74 are paid out of funds appropriated in the legislative, executive, and judicial bill?

Capt. MOFFETT. Yes; the people in Washington.

The CHAIRMAN. I do not want to ask you to go over in detail any statement that you may have made, because it can be inserted in the record, but I would like it stated in the hearing the amount of money which is being paid to civilians connected with aviation.

Capt. MOFFETT. Very well.

Mr. HICKS. Let me make this suggestion: You have 522 classified civilian employees; 302 are paid out of the Navy general appropriations, 146 are paid by Aviation, and 74 are paid under the legislative, executive, and judicial bill. I think what Mr. Butler would like to have is the total expense. I have it here; but I think he would like

at stated in the hearing. In addition there are about 726 unclassified employees charged to Aviation.

Capt. MOFFETT. I can give that to you now.

The CHAIRMAN. Will you permit me to say, Captain, that I know your splendid reputation as a sailing man.

Capt. MOFFETT. That is very kind of you.

The CHAIRMAN. And I want to see what sort of a reputation you are going to make as a business man, and I will ask you to be kind enough to set these figures out so that we will know what aviation costing us before we establish this bureau, and next year tell the committee on Appropriations what it has cost to maintain aviation since the establishment of the bureau, and then we will be able to verify the prediction which you made yesterday that it will not cost more and perhaps less money. You see my purpose?

Capt. MOFFETT. Yes, sir; I see it.

The CHAIRMAN. I think you may be able to dispense with some of the civilian employees and I hope that will prove to be true, at least, I am sure you will make every effort to dispense with all civilian employees connected with aviation that it is possible to dispense with. I have asked this in a general way and have just been trying to keep in mind the expense of this service. Of course, we can tell by looking at the figures how much is being spent in building roads, bridges, and the maintenance of the service on land, and if you will permit, Capt. Moffett, allow me to suggest the wisdom of making that just as economical as possible.

Capt. MOFFETT. If we get this bureau and concentrate the personnel, I think you will find that the people in it will have such a spirit that if you come there during working hours, and perhaps after working hours, you will not find any knitting or reading of newspapers, but that all will be working to the limit.

Mr. HICKS. What is the shore pay of a captain in the naval service? Will you put the exact figure in the record and also the exact pay and allowances of the head of a bureau who has the rank of rear admiral?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. Because there will be a difference.

Capt. MOFFETT. I can tell you the difference in pay; it would be about \$2,200 a year.

Mr. HICKS. That is, if this bill goes into effect and a captain, if he will say, is selected as chief of the bureau created by the bill, the extra cost of aviation will then be about \$2,200 for the chief of the bureau, plus \$2,250 for the chief clerk?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. Is that correct?

Capt. MOFFETT. That is correct.

Mr. VINSON. His pay would be the same as the chief of any other bureau?

Mr. HICKS. Yes. What I am getting at is this: At the present time a captain is in charge, and if a bureau is created the head of it could be an admiral, and the difference in pay is what I thought the members would like to know, showing the extra cost if this bureau is created.

Capt. MOFFETT. You must not get it mixed up with an admiral, because the head of such a bureau would be a rear admiral.

Mr. HICKS. Oh, of course, we understand that.

The CHAIRMAN. That and the chief clerk would be the only two direct increases that you have in mind as necessary?

Capt. MOFFETT. Yes, sir; those are absolutely the only ones.

Mr. HICKS. There will be one other, if I may interrupt, a slight one, I assume, and that is this: If this bureau is established you will concentrate in one spot in the Navy Building the various activities that are now scattered, and that will mean the changing of partitions, etc., in fitting out this new bureau. It would be a small expense, but I wanted to mention it.

Mr. VINSON. By the establishment of this bureau will there be any increase in the number of civilian employees?

Capt. MOFFETT. I think now there may be a decrease.

Mr. VINSON. A decrease of about how many?

Capt. MOFFETT. I could not tell you until we get going.

Mr. VINSON. It is merely a matter of opinion as to whether there will be a decrease in the number of civilian employees or whether you will require the same number?

Capt. MOFFETT. I do not think there will be any more immediately, but I believe that if aviation increases there will be more.

Mr. KRAUS. Captain, if this bureau is created what function or what operation will you be able to carry on that you are not able to carry on at this time under your present organization?

Capt. MOFFETT. Well, Mr. Kraus, we could function better and get on better. At present there is a great deal of lost time which would be avoided by the concentration of all activities in this bureau.

Mr. KRAUS. In other words, there is not a single new operation that you would be able to carry on but it is merely an improvement in time and a change of method which will be possible by the creation of this organization?

Capt. MOFFETT. That is, I would say, a very large part of it.

Mr. KRAUS. In order to do that, as I understood your testimony yesterday, you would take on certain of the duties that are now performed by Construction and Repair?

Capt. MOFFETT. That is correct.

Mr. KRAUS. In other words, you will have a construction and repair organization, will you not?

Capt. MOFFETT. We will have Construction and Repair officers who are experts in aviation connected with the Bureau of Aviation; yes, sir.

Mr. KRAUS. And you will have the same thing in engineering?

Capt. MOFFETT. That is correct.

Mr. KRAUS. In other words, you are going to have a complete naval organization in your Aviation Bureau, are you not?

Capt. MOFFETT. Well, yes; we will have a complete organization.

Mr. KRAUS. In other words, you will have a different organization than any other bureau in the Navy Department?

Capt. MOFFETT. Well, I do not know that there will be very much difference from the others.

Mr. KRAUS. I think it is quite different, because so far as Construction and Repair is concerned, it functions for every other department in the Navy, while you will have an independent construction and repair department; and what is your purpose? Your purpose is to use this in procurement more than anything else.

**Capt. MOFFETT.** You mean in getting planes?

**Mr. KRAUS.** That is the whole purpose, is it not?

**Capt. MOFFETT.** Do you not think that is the important part of it, to get them and get them as fast as we can?

**Mr. KRAUS.** I think it is important, but that is largely the purpose, is it not?

**Capt. MOFFETT.** Yes; to get results as soon as we can.

**Mr. KRAUS.** Particularly in securing physical property, that is the purpose?

**Capt. MOFFETT.** No; the physical property does not amount to very much.

**Mr. KRAUS.** By that I mean planes.

**Capt. MOFFETT.** If you mean we are trying to get planes, that is the object in getting this organization together.

**Mr. KRAUS.** It is fair to infer from what the Secretary said here yesterday that he at least is not opposed to the consolidation of all the procurement activities of the military services of the Government—is not that true? He distinctly said that he was opposed to the consolidation of personnel and operation in the military services, but I understood him to say that he would favor the consolidation of the procurement activities of the military services.

**Capt. MOFFETT.** I did not understand him to say that at all.

**Mr. KRAUS.** No; he said this: That he was opposed to the consolidation of personnel and of operation between the Army and the Navy, and, therefore, inferentially he is not opposed to the consolidation of procurement as between the Army and the Navy, and everything you are trying to do to-day has in mind the creation of an organization which, according to the policy favored by your chief, will probably in a short time be consolidated with another organization.

**Capt. MOFFETT.** I can not see that, sir.

**Mr. KRAUS.** My reasoning may be faulty, but I understood that to follow what he said.

**Capt. MOFFETT.** I do not follow you in that, because the only important idea is to get the personnel largely together. Our concern is not so much with the consolidation of matériel, because we do not care much. The repairs to our engines are mostly made at the Washington yard or in Philadelphia, that is, the engine parts, and we will have representatives at the navy yards like Steam Engineering and Construction and Repair except, perhaps, at Philadelphia, at the Philadelphia aircraft factory. Our intention would be to procure everything we could from commercial life and produce as little as possible. I do not think that aircraft factory ought to produce a single thing at all except in time of war, except for experimental purposes. In order to encourage aviation I think that everything we can buy should be bought outside, so that the establishment of a bureau simply means the consolidation of personnel and very little matériel because we have not very much matériel, and I do not think we ought to produce anything we can possibly avoid, not a thing. I would simply have the people in Steam Engineering and Construction and Repair, instead of being responsible to the heads of these bureaus, be responsible to some one head of aviation. Our

desire is to consolidate all of these activities so that we will all work together.

Mr. KRAUS. As I said before, the whole purpose is to consolidate the personnel for procurement purposes?

Capt. MOFFETT. Yes.

Mr. KRAUS. That is the whole object.

Capt. MOFFETT. To get your planes quicker.

Mr. KRAUS. A purpose which the Secretary yesterday indicated he would not oppose, if it were consolidated between the Army and the Navy. It looks as if your chief would favor putting in one consolidated organization the very organization you are proposing to organize now.

Capt. MOFFETT. From what I know of what he said I do not think he does.

Mr. KRAUS. He did not say he was in favor of the consolidation of that branch of the Army and the Navy activities, but he particularly stated that he was opposed to the consolidation of two other features and, therefore, inferentially he is not opposed to the consolidation to which I refer.

Capt. MOFFETT. Well, Mr. Kraus, I can go into that very thoroughly and I believe I can convince you we are right about our attitude, but I do not want to open up that subject, because it is too long. However, I feel we are right and if we are right, I feel I can convince you.

Mr. McCLINTIC. According to the statement made by the chairman, you have nearly 600 officers and 5,000 civilian employees.

Capt. MOFFETT. Enlisted men.

Mr. McCLINTIC. Are the civilian employees referred to in that statement enlisted men?

Capt. MOFFETT. That is the enlisted force.

Mr. McCLINTIC. Are they enlisted men in the Navy or civilian employees?

Capt. MOFFETT. No; they are enlisted men in the Navy.

Mr. McCLINTIC. According to that ratio you have about nine men to one officer, which is a fewer number than in any other branch of the military or naval service.

Capt. MOFFETT. If you will allow me, Mr. McClintic, I think we have included in that number 1,193 enlisted men at the Great Lakes being trained in ground aviation; that is, we have a great many mechanics who do not fly, and nearly all of the men who fly, or at least the majority of them, are officers, the actual pilots.

Mr. McCLINTIC. Is it the policy of your bureau to only allow officers to participate in the air?

Capt. MOFFETT. Well, it is the general policy that the men who participate in the air must be officers; they should be men who have training such as is received at the Naval Academy.

Mr. McCLINTIC. Is the man who is rated as a mechanic just an enlisted man or is he an officer?

Capt. MOFFETT. He is an enlisted man, a mechanic; he is a chief petty officer or a petty officer. You take a two-seated plane; the pilot who takes it up is an officer and he generally takes a mechanic along with him.

Mr. McCLINTIC. Then instead of being civilian employees they are enlisted men in the Navy?

t. MOFFETT. All the work connected with flying is done by enlisted personnel. The civilians are the people who do clerical or something of that kind, or, perhaps, a civilian may be some. But the actual flying is done by officers or enlisted men.

SWING. Are there any enlisted men, not officers, who fly?

t. MOFFETT. We have a certain number.

SWING. Have you given up the rule which applied during the giving commissions to officers only?

t. MOFFETT. Well, we have a certain number of what we call reserve officers; they are officers who have been commissioned in service temporarily and they go out by operation of law when peace is declared or several months after peace is declared, and then we have a certain number of reserve officers, whom we can call to duty for a certain length of time each year.

SWING. Has England changed the rule she first adopted in respect, that is, about giving commissions to officers? Do they take men into aviation and give them the grade of sergeant, or on?

t. MOFFETT. We have a certain number of ratings which correspond to that. At each station we have a complement of so many ratings and men, which is regulated by the Bureau of Navigation, in consultation with us; they regulate the complement and number of ratings they think we need at these various stations. Take Rockaway as an example: We will have a certain number of officers and men who can be spared for that duty, and ratings are prescribed for them.

SWING. It is a question of competing with the other branches of service, is it not? You are striving to get men of a certain rating and of a certain standard into aviation, so that it is simply a question of competing on a salary basis, is it not?

t. MOFFETT. I will tell you that we are trying to hold the men who came into aviation during the war and who are still with us; they were given temporary appointments, and in May they are going to be examined for the purpose of having them stay in the service, and we are going to examine them not only in aviation but in other ratings, so that they can be used as line officers on ships. We teach navigation.

SWING. What I wanted to get at was whether it would be possible to build up an aviation corps by having enlisted men instead of giving all officers, because if that could be done it would be a saving to the people. It would seem to me that might be done if it were made attractive enough to young men.

t. MOFFETT. Well, that might be all right.

McCLINTIC. When these men are first taken in where are they first, where are they schooled, and what progress do they have to make in order to become officers?

t. MOFFETT. The men who come in who might become officers first go to the Great Lakes Training School. They have a course in aviation mechanics that is undoubtedly the best in the country. In this school they are given a nine months' course, and they are that in that time they can make the men gas-engine experts. Some of them that are going to fly are sent to Pensacola, where we have a flying school, and there they can work up. However, we believe that a man is going to get a commission, that is, become an officer, the first thing to do is to have him go to Annapolis.

Mr. McCLINTIC. In other words, the Annapolis course takes care of the instruction that is necessary to make a good aviator?

Capt. MOFFETT. It teaches him navigation, and then we have post graduate course at Annapolis where we teach them technic aviation. We take the ground that a qualified naval aviator must be an officer, because he has a very intelligent and a very responsible duty to perform. If he is out scouting he must know what it means in relation to the strategy and operations of the force, and that takes men of the highest sort of intelligence and training. The flying part of it is a very small part of it. You can take anybody and teach them to fly in, perhaps, two or three weeks. The flying part of it, the little part of it. They have a machine now which they claim they can teach people to fly in two or three days, so, as I say, the flying part of it is only a very small part; it is what he has to do when he is out scouting; also he must know how to spot or control the fire of battleships, how to navigate and find himself at sea; then he must know radio and know it very well, because if a man can not communicate he is of no use to anybody.

Mr. McCLINTIC. Some time ago I was aboard the *Mayflower* and while there I heard a conversation up in the air, possibly a mile high through some kind of wireless telephone. Are you installing those instruments on your flying machines?

Capt. MOFFETT. We are.

Mr. McCLINTIC. Can they be installed in such a way as to carry sound many miles?

Capt. MOFFETT. I do not know what the limit of the airplane now is, but I am informed it is about 10 miles.

Mr. O'CONNOR. Do I understand you to say that you believe aeronautics will play a prominent and big part in naval warfare in the future?

Capt. MOFFETT. I think it will play a very deciding part.

Mr. O'CONNOR. Were airplanes used at the Battle of Jutland?

Capt. MOFFETT. One was used, but they would have used them had they had an opportunity to do so and if they had been in the state they are now.

Mr. O'CONNOR. Do you know how far out from land the Battle of Jutland was fought?

Capt. MOFFETT. I think it was about 200 miles.

Mr. PATTERSON. What is the estimated cost of an airplane carrier?

Mr. HICKS. Probably about \$25,000,000.

Mr. PATTERSON. I suppose an airplane carrier would be protected like a battle cruiser.

Mr. HICKS. Yes. The idea is to have her so constructed as to prevent attack from light cruisers but not from battleships. She will depend largely on her speed to get away, and will have a speed of something like 35 knots an hour. Her only defense will be against light cruisers and not battleships.

Mr. PATTERSON. That is what I wanted to bring out.

Mr. McCLINTIC. In case the proposed test results in those 10 ships being sunk by bombs dropped from airplanes, then will it not be good policy to thoroughly examine into the results with a view to increasing the airplane service rather than constructing a large number of battle ships?



**Mr. Hicks.** That would be a natural inference, provided those tests prove everything that is claimed for them. However, there are men who think that those tests will not demonstrate as much as has been claimed for them, because the tests will naturally be made without the targets fighting back, and there will not be the conditions of warfare in the tests, and so I don't think anything very conclusive will be proved.

**Mr. McClintic.** The targets will be moving?

**Mr. Hicks.** But they will not be firing at the airplanes in the air, and the bombing planes will not be attacked by other planes.

**Mr. McClintic.** If I understand correctly, you can drop a bomb of T. N. T., weighing something like 500 or 1,000 pounds, or even heavier, and it seems to me that if one of those should ever hit those ships it would be the end of her.

**Mr. Hicks.** It certainly would but that supposes that the control of the air has passed to the enemy and that the battleship is helpless. A bare assumption.

**Mr. McClintic.** If that is true, that a little monoplane can sink a battleship that costs \$20,000,000 with one torpedo, and those tests reduce that result, it seems to me we will have to change the whole policy of the Navy in order to make it more efficient.

**Mr. Hicks.** That is liable to happen. Of course, there are a number of things entering into such a discussion. One is that anybody could drop 1,000 pounds of T. N. T. on a battleship, provided the battleship was nonresistant. If a battleship has lost control of itself, if its guns are out of commission, and its own airplanes are out of commission, you and I probably could go there in a rowboat and pretty soon destroy it, if we had the facilities at hand and no one molested us. I could shoot a tiger in a cage at the Zoo without much trouble or danger. Shooting that tiger in the jungle would be another story. That is about the case of bombing an old hulk.

**Mr. McClintic.** I want to see the Navy as efficient as possible, and I have been giving a little study to the question of what will happen in case those 10 ships are immediately sunk from the air.

**Mr. Hicks.** We are now in a state of evolution, and in a hearing we had a few months ago all of the witnesses were asked how they assessed aviation at the present time as against the battleship. Some of them placed aviation as high as 90 per cent, while others placed it as low as 10 per cent. So, as I say, it is all in an evolutionary stage; we do not know yet how effective aircraft is going to be. A good many think it is going to be very effective, and it may change our whole naval construction program. But it is in an evolutionary stage to-day, and I do not think anyone, with any degree of certainty, can predict just the value of airplanes as against battleships; but for the present battleships are the backbone of the fleet, I think.

**Mr. McClintic.** I think this experiment is going to be the most important one that has ever been conducted, and I hope the committee will have an opportunity of seeing a portion of it.

**Mr. Hicks.** The committee is going to have a chance to take part in witnessing it.

**Mr. O'Connor.** Do you know of anything that happened in the recent war that would prove that the airplane is destined to play the tremendous part in naval warfare of the future that some predict for it?

Mr. HICKS. I think the Battle of Jutland has demonstrated, as far as we know, that both the submarine and aircraft played a very inconspicuous if not a negligible part in the battle.

Mr. O'CONNOR. I have understood there were no airplanes there at all.

(Thereupon the subcommittee adjourned.)

#### APPENDIX.

NAVY DEPARTMENT,  
OFFICE OF NAVAL OPERATIONS,  
Washington, April 26, 1921.

MY DEAR MR. HICKS: Attached herewith are the compilations with the information which you desired to be included in the hearings as a part of my testimony before the Naval Committee.

Sincerely,

W. A. MOFFETT,  
Captain, United States Navy.

HON. FREDERICK C. HICKS,  
House of Representatives.

#### CLASSIFIED EMPLOYEES, ALL SOURCES EMPLOYED IN AVIATION, NAVY.

Civilian personnel on November 30, 1920, employed directly or incidentally on aviation against all divisions of naval appropriation act, 1921, and number in department chargeable to legislative, executive, and judicial act, including yearly pay.

The naval act for the fiscal year 1921 contains the following provisions:

"That the sum to be paid out of this appropriation under the direction of the Secretary of the Navy for drafting, clerical, inspection, and messenger service for aircraft stations shall not exceed \$275,000.

"All classified employees at naval air stations, with a few exceptions, are paid from this appropriation.

"That naval aircraft factory at Philadelphia is regarded as an activity of the Bureau of Construction and Repair, and no part of the clerical, inspection, messenger forces, etc., at that place are paid from the appropriation 'Aviation.' The force engaged in handling stores is paid from the appropriation 'Maintenance, Bureau of Supplies and Accounts.' On July 13, 1920, a part of the force formerly paid from the appropriation 'Construction and Repair' was transferred to the appropriation 'Engineering,' due to the engine repair work being transferred from the naval aircraft storehouse at Gloucester, N. J."

*Classified clerical, messenger, drafting, technical forces, etc., at naval air stations and at naval aircraft factory, Philadelphia, Pa.*

#### SUMMARY.

#### I. AMOUNTS NOT CHARGEABLE TO PAY OF CLERICAL, DRAFTING, TECHNICAL, MESSENGER FORCES.

	Number of employees.	Annual pay.
Aviation.....	16	\$20,967.6
Maintenance, Supplies and Accounts.....	28	15,472.1
Total.....	44	36,439.7

#### II. AMOUNTS CHARGEABLE NAVAL AIRCRAFT FACTORY.

Construction and Repair.....	124	\$223,717.4
Engineering.....	33	46,537.3
Maintenance, Supplies and Accounts.....	83	59,568.7
Total.....	240	329,823.5

*Classified clerical, messenger, drafting, technical forces, etc., at naval air stations and at naval aircraft factory, Philadelphia, Pa.—Continued.*

## SUMMARY.

## III. AMOUNTS CHARGEABLE TO NAVAL AIR STATIONS.

	Number of employees.	Annual pay.
Aviation.....	146	\$256,824.24
Pay, miscellaneous.....	1	1,432.28
Engineering.....	7	14,299.32
Maintenance, Supplies and Accounts.....	8	10,871.24
Maintenance, Yards and Docks.....	2	2,324.52
Total.....	164	285,751.60
Total.....		\$652,014.90
Less total of "I" above.....		36,439.76
Balance.....		615,575.14

TOTAL CHARGEABLE TO PAY OF CLERICAL, MESSENGER, DRAFTING, TECHNICAL FORCES AT AIR STATIONS AND AIRCRAFT FACTORY.

	Number of employees.	Annual pay.
Aviation.....	146	\$256,824.24
Pay, miscellaneous.....	1	1,432.28
Construction and Repair.....	124	223,717.42
Engineering.....	40	60,836.68
Maintenance, Supplies and Accounts.....	91	70,440.00
Maintenance, Yards and Docks.....	2	2,324.52
Total.....	404	615,575.14

For distribution, see Appendix A.

## GRAND SUMMARY OF CLASSIFIED EMPLOYEES.

	Number.	Amount annual pay.
Chargeable in Navy appropriation bill.....	448	\$652,014.90
Chargeable to other appropriations than Navy <sup>1</sup> .....	74	124,854.40
Total classified, all bills.....	522	776,869.30

<sup>1</sup> See "X" below.

On November 20, 1920, there was estimated to be 726 unclassified employees performing labor at stations. These men are charges against specific work or projects in the yearly bills. They are in no sense a continuing charge against aviation.

## I. ESTIMATE OF EMPLOYEES IN WASHINGTON CHARGEABLE TO LEGISLATIVE EXECUTIVE, AND JUDICIAL BILL, PERFORMING AVIATION DUTIES.

Bureau or office.	Employees.	Annual pay.
Operations.....	11	\$13,900.00
Navigation.....	3	3,500.00
Construction and Repair.....	42	80,614.80
Engineering.....	10	11,700.00
Maintenance.....	2	3,704.00
Yards and Docks.....	6	11,435.60
Total.....	74	124,854.40

COST OF AVIATION, NAVY, TO UNITED STATES FOR THE FISCAL YEAR 1921.

All charges against aviation, other bureaus, other bills than naval bills, and the charges in appropriation "Aviation, Navy":

*Estimated expenses chargeable directly to aviation by other bureaus, other bills than naval bills, and charges in appropriation "Aviation, Navy."*

Item.	1921
1. Pay, allowances, subsistence, etc., of officers.....	\$2,853,607.30
2. Pay, allowances, subsistence, etc., of men.....	7,407,474.40
3. Aviation classified employees other than aviation estimates.....	520,045.06
4. Estimated amount appropriation "Ordnance, Navy, expended on aviation, ordnance material, and maintenance of ordnance material.....	512,986.75
5. "Aviation, Navy," estimate appropriations.....	21,000,000.00
6. Against Engineering.....	129,000.00
7. Against Navigation.....	2,253.07
8. Against Supplies and Accounts.....	191,800.00
9. Against Construction and Repair.....	65,000.00
10. Against Medicine and Surgery.....	168,704.79
11. Marine Corps officers.....	235,754.00
12. Marine Corps men.....	679,756.40
Total.....	33,766,381.77

In addition to civilians of item 3 above, an average of 726 unclassified employees are employed as labor, etc., on projects at stations. Charges for these men is a charge against aviation's yearly appropriation. Number varies with projects being worked on. Bonus is not included in the total.

Certain amounts are charged by local paymasters in stations against miscellaneous appropriations of other bureaus, as maintenance, Supplies and Accounts, Medical Department, fuel and transportation, etc., as estimated in items 6, 7, 8, 9, and 10. Medicine and Surgery includes carrying expenses of Pensacola Hospital.

NOTE.—Estimate is prepared in the aviation section, Operations. A certain amount of additional overhead of aviation is carried by the Navy as recruiting and transportation, prison and discipline expense, departmental overhead for administration, Navy supply and pay systems, which can not be estimated, except that aviation personnel represents about 4 per cent of the Navy.

ENLISTED PERSONNEL ON AVIATION DUTY.

Of the 5,743 men on duty in naval aviation at air stations and in the fleet, there are 153 yeomen who perform duties in the clerical departments of the commanding, executive, medical, supply and pay, and other departments. They can not be considered as performing civilian duties, as this same proportion applies to any naval military command. An air station is a military operating unit and not a manufacturing plant. It is run on a definite enlisted complement by the Bureau of Navigation, who issues each station a complement sheet, just as they do for a ship, with the ratings specified. Bimonthly the stations report to this bureau on a complement-sheet return, showing the ratings on the stations. A Navy Department board recently inspected the air stations to reduce, if possible, the enlisted complements. The new complements are being put into effect practically, and general ratings are being withdrawn except those necessary to carry on.

NAVY DEPARTMENT,  
Washington, April 19, 1921.

MY DEAR MR. CHAIRMAN: In view of the recommendations regarding aeronautics made by the President in his message to Congress, and particularly that one urging the establishment of a bureau of aeronautics in the Navy Department, I am writing to express my appreciation of the prompt introduction by Representative F. C. Hicks of his bill (H. R. 273) creating a bureau of aeronautics in the Navy Department, and removing the restrictions on the number of officers and men detailed for aviation duty.

The bill, which is of vital interest to the Navy, covers all the essential points necessary, and has my hearty indorsement. I sincerely hope that the Naval Committee of the House will give this bill its approval and report it favorably as soon as practicable.

Very truly, yours,

EDWIN DENBY.

Hon. THOS. S. BUTLER,  
Chairman Naval Affairs Committee,  
House of Representatives.



## DESTRUCTION OF EX-GERMAN NAVAL VESSELS ALLOTTED TO THE UNITED STATES.

### NAVY DEPARTMENT,

Washington, May 2, 1921.

MY DEAR MR. CHAIRMAN: Referring to the recent hearings on the bill for the establishment of a bureau of aeronautics, in which reference was made to the possibility of salvaging material of value from ex-German naval vessels in our possession, prior to their destruction in June and July next, I have the honor to inform you that these vessels are subject to destruction in accordance with a decision of the War Relocation Authority, issued under date of December 9, 1919. This decision resulted from the terms of the treaty of peace with Germany, and is not modified by the fact that this Government is not a party to the treaty in question. In other words, it is specifically provided that the vessels now in our possession shall be sunk in deep water or broken up before the expiration of a certain interval of time. This interval expires on July 1, 1921, in so far as the ex-German submarines in our possession are concerned, and on August 9, 1921, in so far as the ex-German surface vessels now in our possession are concerned.

This Government committed itself to the total destruction of all enemy naval shipping surrendered under the terms of the armistice by consistent insistence upon the "total-destruction" principle in arguments and proposals in the various committees and commissions which had to do with the formulation of the treaties of peace with Germany and with Austria. A statement of the President's position in this particular is contained in a dispatch of August 15, 1919, in which it is stated relative to ex-German naval vessels as follows:

The United States will insist upon destruction of German ships so long as possible to do so. If it becomes impossible to accomplish this, United States will claim its share, and disposition to rest with the United States. Under no conditions will the United States permit its share to be turned back for distribution among the rest.

This "total-destruction" principle, insisted upon by this Government, was so far successful that the approved principle which now governs the ultimate disposition of ex-enemy naval shipping, other than that authorized to be incorporated into the navies of certain signatory powers, is one which contemplates rendering such shipping militarily valueless. The phraseology used in the enunciation of this principle varies as it refers to different provisions in the allocations of the vessels involved. Such expressions as "sunk," "sunk deep water," "rendered incapable of any further service as naval vessels," "broken up," "completely broken up," are used.

The ex-German naval vessels turned over to the United States Navy were turned over as "bare boats." In other words, the equipment which was necessary to operate the vessels and to make them habitable was completely removed. For instance, in respect to the *Ostfriesland*, the vessel was stripped, in the words of the United States naval officer ordered to command her, "as bare as it was physically possible to strip a ship." Not only were the vessels turned over to this Government without equipment, but they were subjected to many acts of vandalism on the part of their German crews before the arrival on board of any allied personnel. The following reference to the *Frankfurt* is found in one official report:

The *Frankfurt* was found completely gutted and practically all fittings were broken or missing.

Further on in the same report we find the following regarding the ex-German destroyers *G-102*, *S-132*, and *V-43*, all of which had been scuttled by their German crews at Scapa Flow on June 21, 1919:

The condition of the destroyers was such that the board considered it a waste of money and time to attempt to put them in condition for steaming home.

When the ex-German submarines were turned over in British ports, it was found that their engines had been badly damaged by the German crews. It is a matter of record that the United States naval crews, which took over six of the German submarines, were successful in repairing the breaks in machinery and pipe lines very rapidly and effectively, and the submarines in question proceeded to the United States under their own power and in charge of United States naval crews. The submarines turned over to the French Navy were towed to France. The submarines turned over to the Japanese Navy were operated to Japan by Germans hired to do the work.

The treaty requirements in regard to the German naval vessels in our possession, as a result of the German naval surrender, are extremely clear. The vessels are to be rendered militarily valueless, and, in keeping with the consistent policy of the United States representatives before the various committees and commissions having to do with the formulation of the treaty of peace with Germany and the decisions which resulted therefrom, it has been decided to sink these vessels in deep water. It is permissible to have these vessels broken up and sold as scrap, but it is impracticable to attempt this breaking up now, because there is insufficient time to accomplish the destruction of the vessels by such means before it becomes necessary to report to the naval allied commission on the destruction of enemy vessels that the destruction of the vessels has been completed. Needless to say, these vessels were not provided with libraries or messing equipment or any kind of removable material of value. Such guns as were left on board could only be removed at very considerable expense, and if removed, they would, in no sense, constitute trophies to the skill or prowess of the military forces of the United States.

Respectfully,

R. E. COONTZ, *Acting.*

Hon. T. S. BUTLER,  
Chairman Naval Affairs Committee,  
House of Representatives.



# MARINE CORPS PERSONNEL LEGISLATION.

Referring to Section 8, of H. R. 3150, and to the Bill, H. R. 2503, 'To Equalize the Rank, Pay, Allowances, and Other Benefits of Warrant Officers in the Marine Corps with Warrant Officers in the Navy.'

## NAVY DEPARTMENT,

Washington, April 23, 1921.

MY DEAR MR. BUTLER: I note that sundry matters of naval personnel legislation have been collected and introduced in the House Representatives by you as House bill 3150. It is suggested that matters of Marine Corps personnel legislation be considered at the same time, and to this end that steps be taken to have said bill amended to include the following matters:  
Section 8 of the said bill reads as follows:

Sec. 8. That section 1481 of Revised Statutes be, and the same is, repealed, except for all officers of the Navy with the permanent rank of captain.

As drafted this section applies only to officers of the Navy and excludes officers of the Marine Corps. That the officers of the Marine Corps have the same equitable right to be included in the provisions of this section is apparent, and it is therefore recommended that the section be amended to read as follows:

Sec. 8. That section 1481 of Revised Statutes be, and the same hereby is, repealed, except for all officers of the naval service with the permanent rank of captain in the Navy or of colonel in the Marine Corps.

The warrant officers of the Marine Corps have no outlet of promotion. The services of these officers have proved of great value to the Marine Corps, and have advanced its efficiency in many ways. There is no question that the service of these officers entitles them to the recognition both on the ground of their efficiency and on the ground of encouragement for earnest effort. The warrant officers of the Navy are in a much better status in this respect, inasmuch as they are eligible for commission as chief warrant officer after six years from date of warrant, with the pay of a second lieutenant of the Marine Corps. After 6 years from commission these commissioned warrant officers are entitled to the pay of lieutenant, junior grade, in the Navy, and after 12 years they are entitled to the pay of a lieutenant in the Navy, these two grades corresponding to first lieutenant and captain, respectively, in the Marine Corps. As a measure of just compensation for services rendered and in order to place warrant officers of the Marine Corps on a parallel with those of the Navy, it is recommended that provision be made in the said bill making warrant officers of the Marine Corps eligible for commissioned warrant rank under the same conditions as now prevail in the Navy.

The pay clerks of the Marine Corps have not at present a warrant status. Their pay is greater than that of warrant officers and their conditions of service are similar in all respects. I am of the opinion that they should be given warrant status and eventually placed on exactly the same footing as other warrant officers of the Marine Corps.

In order to effect the changes noted in the two preceding paragraphs, it is recommended that a section be added to the said bill as section 23, or otherwise numbered as most convenient, as follows:

That warrant officers of the Marine Corps shall be commissioned chief warrant officers under the same conditions, and shall have the same rank, pay, allowances, and other benefits as are now or may hereafter be prescribed by law for commissioned warrant officers of the Navy: *Provided*, That pay clerks are graded as warrant officers with the same rank, pay, allowances, and other benefits as are above provided for other warrant officers of the Marine Corps: *Provided further*, That the total active service as pay clerk, warrant officer, or commissioned officer, whether under a permanent or temporary appointment in the Marine Corps or Marine Corps Reserve, shall be deducted from the six-year period from date of warrant which is required for eligibility for appointment as chief warrant officer: *Provided further*, That nothing herein contained shall be construed to reduce the pay, allowances, emoluments, or any other benefits that any person now in the service would have received but for the passage of this act.

The establishment of commissioned warrant grades in the Marine Corps will not affect the appropriation bill for the next fiscal year for the reason that none of the present warrant officers will have had sufficient service to entitle them to commissioned warrant rank until about December, 1922.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy,*

Hon. THOMAS S. BUTLER,  
*Chairman Naval Affairs Committee, House of Representatives.*





[No. 12.]

**PAY FOR INSULAR FORCE OF THE NAVY.**

Executive Communication No. 91, Proposing the Bill H. R. 5893, "To establish rates of pay for enlisted men of the Insular Force of the Navy."

**DEPARTMENT OF THE NAVY,**

Washington, April 29, 1921.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to establish rates of pay for enlisted men of the insular force of the Navy.

In pursuance of the authority conferred by section 1569 of the Revised Statutes the insular force of the Navy was established by Executive order dated April 5, 1901, under which the Secretary of the Navy was authorized to enlist not to exceed 500 Filipinos in the Philippines and at the rates of pay specified therein.

The act of May 13, 1908 (35 Stat., 127), took from the President powers previously exercised by him in this respect and established as the basis of pay for enlisted men of the Navy the rates then in force, including an increase of 10 per cent.

The enlisted men of the insular force received the benefits of this increase as well as the subsequent increases to the pay of the Navy, provided for in the acts of May 22, 1917 (40 Stat., 87), and July 11, 1918 (41 Stat., 140). The act of June 25, 1918 (40 Stat., 610), however, provided that the provisions of the war risk insurance act concerning allotments and allowances should not apply to enlisted men of the insular force.

In his decision of October 15, 1920, the Comptroller of the Treasury held that the increases in the rates of pay prescribed by section 1569 of the act of May 18, 1920 (41 Stat., 602), are applicable to the insular force. As a result of this decision, the pay now being received by enlisted men of the insular force is out of all proportion to the usual remuneration for similar occupations in the Philippine Islands, and it is evidently not the pay intended by the Congress. Furthermore, it is believed that neither the circumstances of living in the Philippine Islands nor the character of the enlisted men are such as would warrant continuance of this present high rate of pay granted to these men under the foregoing decision of the Comptroller.

The inclosed draft of bill, if enacted into law, will correct this condition, and it is estimated will result in a saving to the Government of about \$135,000 a year. In view of the foregoing, it is recommended that the proposed draft of a bill herewith inclosed be enacted as early as possible.

Sincerely yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

**The SPEAKER OF THE HOUSE OF REPRESENTATIVES.**

A BILL To establish rates of pay for enlisted men of the insular force of the Navy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter the Secretary of the Navy shall establish the rates of base pay of enlisted men serving in the insular force of the Navy: *Provided,* That such rates of pay shall not exceed one-half the rates of base pay of the enlisted men of the Navy in the same or similar ratings.



[No. 13.]

## L RESERVE FORCE—FLEET NAVAL RESERVES.

Communication No. 92, Proposing the Bill (H. R. 5892) to correct the Status of Certain Enlisted Men of the Navy and Reserve Force, and for Other Purposes."

### DEPARTMENT OF THE NAVY,

Washington, April 29, 1921.

MR. SPEAKER: There is inclosed herewith a proposed bill to correct the status of certain enlisted men of the Naval Reserve Force, and for other purposes.

At the signing of the armistice on November 11, 1918, many of the Fleet Naval Reserve who had been transferred thereto after 20 years' service in the Navy desired to reenter the Navy. It was advised by the department that if they were discharged from the Fleet Naval Reserve and reenlisted in the Navy they would receive the same rate of pay they were receiving on the date of transfer to the Fleet Naval Reserve. The Comptroller of the Navy in his decision of May 19, 1919, held that men who had been transferred to the Fleet Naval Reserve from the regular Navy were subsequently discharged from the Reserve Force and that the Regular Navy were entitled only to the rate of pay for the rating held by the men in the first enlistment. It was decided in men of this class having their pay reduced to the rate of the additional pay they were receiving for their prior service in the Navy and to a checkage against their accounts of this pay received by them from the date of reenlistment in the Navy from the date of the comptroller's decision.

In his decision of May 19, 1919, of the Comptroller of the Treasury was noted in his decision of March 5, 1920, and the result of these decisions was that for the rest of the time these men may serve in the Navy they are deprived of all rights which they had earned through their service of 16 to 20 years or more in the Regular Navy. It is considered that this injustice should be corrected, and the enactment of section 1 of the attached bill will result in these men being placed on pay purposes to the status which has been denied them by the Comptroller of the Treasury.

In his decision of November 6, 1919, the Comptroller of the Treasury held that former enlisted men of the Navy who were discharged from the Navy to accept appointments as commissioned or warrant officers in the Naval Reserve Force were, upon reenlistment in the Regular Navy, entitled to the benefits of continuous service at the rate of pay for the rating held by them at the time of discharge, plus 10 per cent, and were not entitled to the benefits provided by article 4427 (25), Navy Regulations, 1913, which

authorized increased pay at the rate of \$5 for first enlistment and \$3 for subsequent enlistments, for men who reenlisted in the Navy following a prior enlistment terminated by expiration.

In the act of July 11, 1919 (41 Stat., 141), it is provided as follows:

Any enlisted man of the Navy or Marine Corps who has been or may be discharged to enable him to accept appointment as a commissioned or warrant officer in the Naval Reserve Force or Marine Corps Reserve, and who reenlists in the Navy or Marine Corps after the termination of his reserve service, shall be entitled, in computing service for retirement, to credit for all active reserve service; and if he reenlists in the Navy or Marine Corps within four or three months, respectively, from the date of the termination of his service as an officer of the Reserve he shall be restored to the grade or rank held by him before being discharged to accept such commission or warrant, and his service in the Regular Navy or Marine Corps, including his active service in the Naval Reserve Force or Marine Corps Reserve, shall be regarded as continuous for purposes of continuous service pay.

This provision was intended to restore to such men, as above stated, the right to additional pay they were receiving, but as may be noted in the above comptroller's decisions, a very narrow construction was placed upon the words "for purposes of continuous service pay." The second paragraph of the attached proposed bill will, if enacted, restore to these men the rights to pay for their prior service in the Navy.

Transferred members of the Fleet Naval Reserve transferred thereto from the Regular Navy after 16 and 20 years' service, accepted appointment as temporary officers in the Regular Navy after having received advice from the department that upon the termination of their temporary appointment they would revert to their status in the Fleet Naval Reserve. This information was incorrect, and the members of the Fleet Naval Reserve who accepted temporary appointments were, upon the revocation of temporary appointments, in the status of civilians. Upon reenlistment in the Navy they were in the position of men first enlisting, and have lost all credit for prior service in so far as pay is concerned. Under the act of August 29, 1916, transferred members of the Fleet Naval Reserve might have been appointed officers in the Fleet Naval Reserve, and it was specifically provided in that law that if they accepted such appointment the retainer pay they were receiving would in no manner be affected. The third paragraph of the attached bill is to restore to this very deserving class of men the rights which the department intended they should have.

During the early days of the recent war with the German Government some enlisted men in the Navy of long service who desired to transfer to the Fleet Naval Reserve under the provisions of the act of August 29, 1916, were advised by their commanding officers to withhold their request for transfer and upon discharge from the Navy they would be taken care of in the Reserve Force in the same manner as if transferred to the Fleet Naval Reserve. In one instance brought to the attention of the department a man of 23 years' service who had applied for transfer to the Fleet Naval Reserve withdrew his request, and upon discharge was enrolled in class 4 of the Naval Reserve Force and assigned the provisional rank of gunner. He received the active-duty pay of gunner, and upon release to inactive duty was entitled to retainer pay at the rate of \$12 per year. Had he been transferred to the Fleet Naval Reserve, he would have been entitled, under the provisions of the act of August 29, 1916, to retainer

pay of his rank plus permanent additions thereto. The last paragraph of the proposed attached bill is to correct the status of such men and to place them in the Fleet Naval Reserve, as is provided in the act of August 29, 1916.

In view of the foregoing, it is recommended that the proposed attached bill be enacted into law at an early date.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

BILL To correct the status of certain enlisted men of the Navy and Naval Reserve Force, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all men transferred from the Regular Navy to the Fleet Naval Reserve who have heretofore reenlisted or may hereafter reenlist in the Navy shall, from the date of reenlistment, be credited with pay at the same rate they were receiving when on active duty in the Navy as members of the Fleet Naval Reserve prior to date of reenlistment in the Navy, and shall be required to serve under their reenlistment only such time as added to the time served in the enlistment in which serving when transferred to the Fleet Naval Reserve and the time of active service in the Navy while members of the Fleet Naval Reserve shall equal four years, when they shall be entitled to be discharged by reason of expiration of enlistment.

SEC. 2. That any enlisted man of the Navy or Marine Corps who has been discharged or commissioned or warrant officer, and who has heretofore reenlisted in the Navy or who may hereafter reenlist in the Navy within four months from the date of termination of his service as an officer in the Naval Reserve Force or Marine Corps Reserve, shall be restored to the grade, rank, or rating held by him at time of discharge from the Navy to permit enrollment in the Naval Reserve Force or Marine Corps Reserve, and he shall be entitled from the date he has heretofore so reenlisted, or may hereafter reenlist, to the same rate of pay as he was receiving at time of discharge from the Navy to permit enrollment in the Naval Reserve Force and shall be required to serve under such reenlistment only for such time as added to the unexpired portion of the enlistment from which discharged and his active service in the Naval Reserve Force shall equal four years, when he shall be entitled to be discharged by reason of expiration of enlistment.

SEC. 3. That any member of the Fleet Naval Reserve, transferred thereto after sixteen or twenty years' service in the Navy, who has heretofore been discharged herefrom to accept appointment as a temporary officer in the Regular Navy shall, upon the revocation of appointment as temporary officer, be deemed to have reverted to his former status in the Fleet Naval Reserve, and shall be entitled to retain pay at the same rate he was receiving prior to discharge from the Fleet Naval Reserve from the date he is herein deemed to have reverted to his former status therein: *Provided*, That reenlistment in the Navy following revocation of appointment as a temporary officer shall not affect his status and he shall be entitled to receive the pay authorized for members of the Fleet Naval Reserve when on active duty during the period served under enlistment.

SEC. 4. That enlisted men of the Navy who were discharged at expiration of enlistment and had completed sixteen or twenty years' service at time of discharge, and were thereafter enrolled in the Naval Reserve Force and assigned provisional rank as warrant or commissioned officers, shall be deemed to have been transferred to the Fleet Naval Reserve on date of discharge from the Navy, and then to have been transferred to the class of the Naval Reserve Force in which they were given provisional assignment as warrant or commissioned officers: *Provided*, That they shall be entitled to receive the same pay, allowances, and other benefits from and after the date said transfer to the Fleet Naval Reserve is herein deemed to have been made as is provided in the act of August 29, 1916, for men transferred to the Fleet Naval Reserve.



[No. 14.]

## MIDSHIPMEN'S ACADEMIC STANDING.

Executive Communication No. 93, proposing the bill H. R. 5897, to repeal certain provisions of the deficiency act approved June 5, 1920."

DEPARTMENT OF THE NAVY,  
Washington, April 29, 1921.

Y DEAR MR. SPEAKER: There is inclosed herewith a proposed text of a bill to repeal certain provisions of the deficiency act approved June 5, 1920.

Section 1519 of the Revised Statutes provides that midshipmen found deficient at any examination shall not be continued at the Naval Academy or in the service unless upon recommendation of the academic board.

The provisions of the act of June 5, 1920, which it is proposed to repeal, lowers the educational standard of the Naval Academy by placing an unnecessary restriction on administrative action, thereby hampering efficient conduct and administration of the affairs of the Naval Academy.

In view of the foregoing, it is recommended that the proposed text of a bill hereto attached, be enacted into law at an early date.

Sincerely yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

A BILL To repeal certain provisions of the deficiency act approved June 5, 1920.

As enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the clause in the act approved June 5, 1920 (Forty-first Statutes, 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," reads as follows:

That until otherwise provided by law, no midshipman found deficient at the end of the last and succeeding academic terms shall be involuntarily discontinued from the Naval Academy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next and succeeding academic terms, and the Secretary of the Navy shall issue orders for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms."

And the same hereby is, repealed, and section 1519 of the Revised Statutes restored to full force and effect.

#183-21-No. 14

(123)







[No. 15.]

**NEW WARRANT GRADES IN THE NAVY.**

Executive Communication No. 94, Proposing the Bill (H. R. 5896),  
to Establish the Commissioned Warrant and Warrant Grades of  
Chief Electrician, Electrician, Chief Radio Electrician, and Radio  
Electrician in the United States Navy."

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DEPARTMENT OF THE NAVY,  
Washington, April 29, 1921.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed  
text of a bill to establish the commissioned warrant and warrant  
grades of chief electrician, electrician, chief radio electrician and radio  
electrician in the United States Navy.  
The purpose of this proposed legislation is to place the electrical  
ratings of the Navy in the same status relative to opportunities for  
advancement as warrant officers of the Navy now enjoy.  
The early enactment of the proposed legislation is respectfully  
recommended.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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ALL To establish the commissioned warrant and warrant grades of chief electrician, electrician, chief  
radio electrician and radio electrician in the United States Navy.

As enacted by the Senate and House of Representatives of the United States of America  
in Congress assembled, That the commissioned warrant and warrant grades of chief  
electrician, electrician, chief radio electrician and radio electrician, are hereby  
established in the United States Navy, and all persons appointed in such grades shall  
be the same rank, pay and allowances and other benefits as now are, or may here-  
after be allowed other commissioned warrant and warrant officers in the Navy: Pro-  
vided, That chief gunners and gunners now in the service, qualified for electrical or  
radio duties shall, if appointed in the grades hereby established take precedence  
from the dates of their original appointments as commissioned warrant and warrant  
officers, respectively.

40155-21—No. 15

(125)

○

[No. 15]

## NEW WARRANT GRADES IN THE NAVY.

Executive Communication No. 54; Proposing the Bill (H. R. 2838) to Establish the Commissioned Warrant and Warrant Grades of the Electrician, Chief Radio Electrician, and Radio Electrician in the United States Navy.

### DEPARTMENT OF THE NAVY.

Washington, April 23, 1931.

SIR: I have the honor to acknowledge the receipt of your letter of the 14th inst. in relation to the proposed bill to establish the commissioned warrant and warrant grades of the electrician, chief radio electrician and radio electrician in the United States Navy. The purpose of this proposed legislation is to place the electrical personnel of the Navy in the same status relative to opportunities for advancement as warrant officers of the Army now enjoy. The early enactment of the proposed legislation is respectfully

Very respectfully,  
Your obedient servant,  
J. P. C. [Signature]

[No. 16.]

**NAVAL RESERVE FORCE ADMINISTRATION;  
SUBSISTENCE FOR NAVAL RESERVISTS;  
DISPOSITION OF WITHHELD RETAINER PAY.**

ative Communication No. 95, Proposing the Bill H. R. 5895,  
Increase the Efficiency and Provide for the Proper Organization  
Administration of the Naval Reserve Force."

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**DEPARTMENT OF THE NAVY,**  
Washington, April 29, 1921.

DEAR MR. SPEAKER: There is inclosed herewith a proposed  
of bill to increase the efficiency and provide for the proper organi-  
and administration of the Naval Reserve Force.

order to efficiently administer and organize the Naval Reserve  
it is essential that considerable travel be performed both by  
rs of the Navy and the Naval Reserve Force in connection with  
duties. As most of the travel so to be performed will be "re-  
d travel" within the meaning of the act of July 1, 1902 (32  
663), it is considered advisable to allow officers performing such  
l only actual and necessary expenses. The expense of travel  
necessary for the above purposes is considered a proper item  
borne by the appropriation for the Naval Reserve Force, and  
also felt that better results can be obtained by defraying such  
ises from said appropriation as such a procedure will relieve the  
nt situation whereby the performance of necessary travel for  
bove purposes may be dependent upon the condition of the  
ar appropriations now used for mileage and expense of repeated  
l.

der the present law members of the Naval Reserve Force are  
ntitled to pay, subsistence, and other allowances, for periods of  
e service less than 15 days. It is very desirable and advanta-  
to have members of the Naval Reserve Force make short  
s on vessels assigned for their training, and they should be given  
encouragement to make such cruises. If subsistence is furd-  
on short cruises, the members of the Naval Reserve Force will  
e put to personal expense therefor, which, even though it may  
be an inducement to make short cruises, will at least offer no  
uragement. It is not considered that pay or any allowances,  
than subsistence, should be allowed members of the Naval  
ve Force for periods of active service of less than 15 days.  
stence was formerly allowed members of the Naval Militia on  
cruises with very satisfactory results.

his decision of July 2, 1920, the Comptroller of the Treasury  
that the amount of retainer pay withheld from members of the

Naval Reserve Force under authority of section 9 of the act of June 4, 1920, and credited to the appropriation for organizing and administering the Naval Reserve Force, is not available beyond the fiscal year in which it is so withheld and credited. This makes it impossible to obtain the maximum benefit from the money so withheld and credited, as the amount available is not known definitely in advance. Such money as may be checked during the last half of the fiscal year can not, in most cases, be credited in sufficient time for use before the expiration of the fiscal year and, therefore, the Naval Reserve Force derives no benefit therefrom if the Comptroller's decision is adhered to.

In view of the foregoing, it is recommended that the proposed draft of a bill hereto attached be enacted into law at an early date.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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A BILL To increase the efficiency and provide for the proper organization and administration of the Naval Reserve Force.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter officers of the Navy and Naval Reserve Force traveling under orders on duty connected with organizing and administering the Naval Reserve Force shall receive actual and necessary expenses in lieu of mileage, which expenses shall be defrayed from the annual appropriation for the Naval Reserve Force: *Provided,* That hereafter members of the Naval Reserve Force, including officers, who perform active service for periods of less than fifteen days on board vessels assigned for the purpose of training the Naval Reserve Force shall be entitled to subsistence or commutation thereof at the value of the Navy ration for each day's active service so performed; and such active service for periods of less than fifteen days for maintaining efficiency is hereby authorized: *Provided further,* That retainer pay withheld and credited to the appropriation for organizing and administering the Naval Reserve Force, as required by section 9 of the act approved June 4, 1920 (41 Stat., 837), shall be available for the purposes provided by said act until the end of the fiscal year next following that in which it is so withheld and credited.



[No. 17.]

**ALBERT HAMILTON.**

Report on the bills H. R. 3514 and H. R. 5820, "To place  
Hamilton on the retired list of the United States Marine Corp

DEPARTMENT OF THE NAVY,  
Washington, May 7, 1921.

to the CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying to the committee's letter of May 2, 1921, inclosing a bill (H. R. 3514) "To place Albert Hamilton on the retired list of the United States Marine Corps," and requesting the views and recommendations of the department thereon, I have the honor to state that on December 23, 1918, in response to a similar request from the Committee on Naval Affairs, House of Representatives, for the department's recommendations on a bill (H. R. 11385) "For the relief of Albert Hamilton," which was before the committee at that time, the department made a full report regarding the merits of this case.

In said report the department recommended in part as follows:

As Mr. Hamilton is now receiving a pension of \$50 per month from the Government, it would appear that his case is receiving very liberal consideration; yet in view of all the circumstances, if the Congress should deem the case of sufficient merit to warrant the placing of this man on the retired list of the Navy by special enactment, the department will not interpose objection.

After careful consideration of all the facts and circumstances bearing upon this case, the department does not desire to be understood as advocating the proposition that the pension of \$50 a month should be considered as being very liberal compensation or as having any adverse effect upon the merits of the proposed legislation. It is therefore recommended that the bill (H. R. 3514) receive the favorable consideration of your committee.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 17]

ALBERT HAMILTON

2520, To place Albert  
Hamilton in the  
United States Marine Corps

DEPARTMENT OF THE NAVY,  
Washington, May 7, 1921.

CHIEFMAN COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

DEAR MR. CHIEFMAN: Replying to the committee's letter of  
May 1, 1921, inclosing a bill (H. R. 3514) "To place Albert Hamilton  
in the United States Marine Corps," and request  
for the committee's recommendations of the department thereon, I  
am glad to state that on December 22, 1918, in response  
to a request from the Committee on Naval Affairs, House  
of Representatives, for the department's recommendations on  
H. R. 3514, "To place Albert Hamilton" in the United States  
Marine Corps, the department made a full and complete

[No. 18.]

**FRANKLIN G. PERCIVAL.**

**Report on the Bill H. R. 5266, "For the Relief of Franklin G. Percival,  
Lieutenant, United States Navy, Retired."**

DEPARTMENT OF THE NAVY,  
Washington, May 9, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: In further reply to the committee's letter of April 27, 1921, inclosing a bill (H. R. 5266) "for the relief of Franklin G. Percival, lieutenant, United States Navy (retired)," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

It appears from the records of this department that while Mr. Percival held the permanent rank of lieutenant, junior grade, United States Navy, and the temporary rank of lieutenant, United States Navy, a board of medical examiners found him not physically qualified for promotion, and he was therefore placed on the retired list of the Navy on January 29, 1921, on account of physical disability. The purpose of the proposed bill is to promote him in order that he may receive higher pay on the retired list.

As a board of medical examiners found him not physically qualified for promotion, the department can not with propriety recommend that he be promoted. Furthermore, as the proposed legislation is for the sole benefit of an individual whose record is not deemed to be of such exceptional merit as to warrant special preferment, it is of a class to which the department is opposed as not being for the best interests of the service. It is, therefore, recommended that the bill (H. R. 5266) be not favorably considered.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*





[No. 19.]

**ALBERT HAMILTON.**

**Report on the Bill H. R. 5820, "To Place Albert Hamilton on the Retired List of the United States Marine Corps."**

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**DEPARTMENT OF THE NAVY,**  
Washington, May 11, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying to the committee's letter of May 6, 1921, inclosing a bill (H. R. 5820) "to place Albert Hamilton on the retired list of the United States Marine Corps," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

On May 2, 1921, your committee referred a bill (H. R. 3514) "to place Albert Hamilton on the retired list of the Navy," for the department's views and recommendations. The title of this bill, when received, had been corrected in pencil by crossing out the word "Navy" and substituting therefor the words "Marine Corps." As so corrected, this department on May 7, 1921, recommended favorable consideration thereof by your committee.

The bill (H. R. 5820) is similar in all respects to the bill (H. R. 3514) as corrected, and the department renews its recommendations for favorable consideration thereof by your committee.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

40185-21-No. 19

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EX-101

ALBERT WASHINGTON

on the Bill H. 2-3880, "To amend the National Firearms Act of 1934, and for other purposes."

DEPARTMENT OF THE ARMY

Washington, D. C.

May 11, 1931

CHIEF, COMMITTEE ON ARMED FORCES

Dear Mr. Chairman: I have the honor to acknowledge the receipt of your letter of May 10, 1931, and to inform you that the same has been forwarded to the proper authorities for their consideration. I have also the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have also the honor to inform you that the same has been forwarded to the proper authorities for their consideration.

[No. 20.]

**REMOVAL OF CERTAIN NAVY CONTRACT SUITS FROM STATE  
TO FEDERAL COURTS.**

Executive Communication No. 109, Proposing the Bill H. R. 6150, authorizing the Removal of Certain Cases in Which the Government is the Real Party in Interest from State Courts to District Courts of the United States, upon Request of the Secretary of the Navy."

**NAVY DEPARTMENT,**  
Washington, May 3, 1921.

MY DEAR MR. GILLETT: I have the honor to invite your attention to this department's letter of the 16th of February last, a copy of which is inclosed herewith, explaining the disadvantages to the Government of being bound by decisions and verdicts rendered in State courts in behalf of subcontractors who have sued the department's contractors in cases in which contracts have been canceled on account of the ending of the war, and requesting the enactment of a provision that would admit of the removal from State courts to Federal courts of cases in which the Government is the real party in interest. The proposed provision, a copy of which is also inclosed, was inserted in the naval appropriation bill by the Senate at the last session of the Congress and is section 16 of that bill, H. R. 15975, Senate Calendar No. 784, but was not included in the naval bill as recently passed by the House.

It is believed that a number of cases of the kind indicated, besides several that have recently been decided adversely to the principles of the department considers controlling, will arise, and the Senate Finance Committee has to-day been requested to insert said provision in the bill, which is now before that committee. It is earnestly recommended that if the bill comes before the House again with said provision embodied in it the matter be given favorable consideration.

Very respectfully,

**R. E. COONTZ,**  
*Acting Secretary of the Navy.*

Hon. **FREDERICK H. GILLETT,**  
*Speaker of the House of Representatives.*

**FEBRUARY 16, 1921.**

SIR: Inclosed herewith I have the honor to transmit a draft of a proposed provision to cover a situation in which this department is placed at a disadvantage by peculiar circumstances.

Under some of the department's cost-plus contracts for ships and material the Government is without protection against profiteering. For instance, a shipbuilding contractor is required by his

contract to place an order for certain materials with a manufacturer at a price agreed on between the department and the manufacturer. Subsequently it develops that the price agreed to was found to be exorbitant but the subcontractor has a right to bring suit in a state court against the contractor and obtain judgment in the amount specified in the order placed in accordance with the department's instructions to its contractor. The contractor is obliged to pay the subcontractor the amount of the judgment and then has a right to reimbursement of the amount of the judgment and costs from the department. Under the statutes as they exist there appears to be no way in which the Government can participate in the defense unless it subject itself to the jurisdiction of the State court, for which there is no authority, and is without process of any sort for relief from paying an unconscionable profit to a subcontractor.

Defenses that might be adequate for the Government's protection are entirely unavailable to a private party and if the case be decided against the department's contractor the Government will have to bear the burden without being able to use such defenses.

It is desired therefore and earnestly requested that a provision be passed authorizing the removal of such cases affecting Navy contracts made during the war to a United States court wherein the department, being the real party in interest, may have the advantage of such defenses as may be available in its favor. No citizen would be deprived thereby of any right of redress or be exposed to loss of property without just compensation.

It is believed that litigation in some of such cases may be begun at an early date and possibly decided with little delay and it is urgently requested that this matter be given favorable attention by the committee.

Very respectfully,

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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DRAFT OF PROPOSED MEASURE.

Any suit at law or in equity now pending or hereafter brought in any State court on account of any contract for services or materials for the performance of any contract or any part of the work contemplated by any contract made by or for the Navy Department during the period of the war with Germany and for which services or materials that department might be held bound to reimburse its contractor in the amount determined in such suit may be removed by the defendant therein to the district court of the United States for the proper district if so requested by the Secretary of the Navy, and if the United States thereafter assumes the defense of such suit as the real party in interest the procedure therein and the defense thereof shall be subject to the rules of court and the law applicable to the defense of suits against the United States.

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[No. 21.]

**METHOD OF TRANSFERRING DEDUCTIONS FROM NAVAL APPROPRIATIONS ON ACCOUNT OF THE CIVIL SERVICE RETIREMENT AND DISABILITY FUND.**

Executive Communication No. 118, proposing the Bill H. R. 6153, Providing the Method of Transferring to the Civil Service Disability Fund the Deductions Required to be Paid from Naval Appropriations on Account of Civilian Employees of the Naval Establishment."

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**NAVY DEPARTMENT,**  
Washington, May 9, 1921.

RE: There is transmitted herewith a draft of proposed legislation giving the method of transferring to the civil service retirement disability fund the deductions on account of employees paid from naval appropriations.

Under the provisions of the civil service retirement act approved May 22, 1920, the Secretary of the Treasury is directed to withhold at the beginning of each year from all appropriations an amount representing 2½ per cent of the pay of all employees who fall within the terms of the act. In order that this requirement may be complied with it is necessary at the beginning of each fiscal year to estimate the amounts which will be paid under each appropriation to employees who are included within the terms of the retirement act, and these estimates are necessarily only approximate and may be either considerably too small or too large. Furthermore, detailed accounting in connection with this special adjustment between the naval appropriations and the civil service retirement and disability fund requires a large amount of clerical work at every naval station and in the Navy Department.

It is proposed to permit the transfer of the amounts chargeable to naval appropriations on account of the civil service retirement and disability fund, in so far as the employees and appropriations of the Naval Establishment are concerned, from general account of advances, the suspension account under which naval disbursements are made. The appropriation adjustment will be made when the accounts of the disbursing officers concerned are settled by the acting officers, with resultant elimination of certain clerical work required.

The administration of the civil service retirement act is not in any way affected by the proposed legislation, and the retirement fund will be credited with the full 2½ per cent of the pay of all employees under the Naval Establishment entitled to benefits under the retirement act.

Respectfully,

**EDWIN DENBY,**  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES,  
Washington, D. C.

That for the purpose of effecting proper charges to appropriations for the Establishment under the act approved May 22, 1920, for the retirement of employees in the classified civil service and for other purposes, the amounts to be transferred in the books of the Treasury Department to the credit of the "Civil service retirement and disability fund" as required by that act shall be charged to "General account of advances" and the amounts so advanced shall be charged to the proper appropriations and returned to "General account of advances" by transfer and counter warrant. The amounts to be transferred to the credit of the "Civil service retirement and disability fund" shall be equal to the amounts actually deducted from the pay of employees.



[No. 22.]

## INSURANCE OF CURRENCY SHIPPED TO DISBURSING OFFICERS.

Executive Communication No. 119, Proposing the Bill H. R. 6154,  
"Providing for the Insurance of Currency Shipped to Disbursing  
Officers of the Navy and Marine Corps."

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NAVY DEPARTMENT,  
Washington, May 4, 1921.

SIR: It is necessary from time to time to have shipments of currency made from the Treasury of the United States or Federal Reserve banks to disbursing officers of the Navy to meet current disbursements. In order to protect the disbursing officers from possible liability in case of loss, it is customary to make such shipments by express, the express company assuming full liability for the safe delivery of the currency, as, under rulings of the Comptroller of the Treasury, this department has no authority to insure such shipments when made by parcel post or registered mail.

In a recent case which has been brought to my attention a shipment of \$220,000 by express cost \$121, whereas had this currency been forwarded by registered mail and insured for the full amount the postage would have been \$8.46 and the insurance \$16.50, a total of \$24.96, or a saving of \$96.04.

The appropriation for transportation of funds under the Treasury Department provides for the payment of insurance on currency shipped to banks and depositaries and it is believed that similar provision should be made for shipments to disbursing officers of the Navy, particularly as it will effect a considerable saving in expenditure.

It is therefore recommended that legislation permitting the insurance of currency shipped to disbursing officers of the Navy and Marine Corps be enacted, the following being suggested as a means of accomplishing this:

That when shipments of currency are made to disbursing officers of the Navy and Marine Corps by registered mail or parcel post such shipments may be insured against loss in transit at rates not to exceed those paid by the Treasury Department for similar shipments, the cost of such insurance to be paid from appropriations made from time to time for transportation of funds.

Respectfully,

EDWIN DENBY,  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES,  
Washington, D. C.



# REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE FOR THE YEAR 1900

Presented to the Senate and House of Representatives  
at the opening of the 56th Congress, December 3, 1900

## NAVY DEPARTMENT

Washington, D. C.

The following report of the Secretary of the Navy, Mr. William D. Wood, is published in accordance with the provisions of the Act of March 3, 1879, (20 Stat. 438), which provides that the Secretary of the Navy shall submit to the Senate and House of Representatives a report of the condition of the Navy at the close of each fiscal year. The report is divided into two parts, the first of which contains a general statement of the condition of the Navy, and the second of which contains a detailed statement of the operations of the Navy during the year. The report is published in two volumes, the first of which contains the general statement, and the second of which contains the detailed statement. The report is published in two volumes, the first of which contains the general statement, and the second of which contains the detailed statement. The report is published in two volumes, the first of which contains the general statement, and the second of which contains the detailed statement.



[No. 24.]

RETIREMENT OF RESERVE AND TEMPORARY OFFICERS.

(Law to be Made Applicable to Marine Corps Reservists.)

[No. 23.]

**JAMES H. GORDON.**

**Report on the Bill H. R. 4437, "For the Relief of James H. Gordon."**

**DEPARTMENT OF THE NAVY,**

Washington, May 12, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,

*House of Representatives.*

■ MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of April 28, 1921, inclosing a bill (H. R. 4437) "For the relief of James H. Gordon," and other correspondence in the case, and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

James H. Gordon, alias James H. Gillen, enlisted in the Navy February 10, 1862, at New York, for three years as first-class boy, served in the *North Carolina*, *Dacotah*, *Columbia*, *Iroquois*, and *Florida*, to October 4, 1863, when he deserted.

It will be noted that Mr. Gordon deserted at a time during the Civil War when his services were especially in demand. To hold or consider that Gordon had been honorably discharged would not be true to the facts as shown by the historical records of the department.

Nothing appearing of record, therefore, which would seem to warrant the consideration proposed, and in view of the above, the department recommends that the bill (H. R. 4437) be not favorably considered.

The correspondence inclosed with your letter is herewith returned as requested.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

40185—21—No. 23—1

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[No. 231]

JAMES H. GORDON

It on the Bill H. R. 4437, For the Relief of James H. Gordon

DEPARTMENT OF THE NAVY

Washington, May 12, 1881

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS

House of Representatives

DEAR MR. CHAIRMAN: Referring further to the communication of April 28, 1881, inclosing a bill (H. R. 4437) for the relief of James H. Gordon, and other correspondence in the case, and stating the views and recommendations of the department thereon, it is the honor to inform you as follows:

James H. Gordon, alias James H. Gillon, enlisted in the Navy, May 10, 1862, at New York, for three years as first-class boy, and in the Navy, Caroline, Decatur, Annapolis, and other ships, until October 1, 1868, when he deserted.

It will be noted that Mr. Gordon deserted at a time during the War when his services were especially in demand. To hold him out that Gordon had been honorably discharged would not be

RETIREMENT OF RESERVE AND TEMPORARY OFFICERS.

(Law to be Made Applicable to Marine Corps Reservists.)

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DEPARTMENT OF THE NAVY,  
Washington, May 12, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN. This department has before it the bill (H. R. 3150), introduced by you on April 14, 1921, and referred to the Committee on Naval Affairs. It is noted that section 12 of said bill makes provision for amending certain provisions of the act of June 4, 1920, relating to retirement of officers of the Naval Reserve Force and temporary officers of the Navy for physical disability incurred in line of duty.

This department has heretofore held that the provisions of the act of June 4, 1920, were broad enough to include temporary officers of the Marine Corps and officers of the Marine Corps Reserve. In order to remove any doubt that may exist as to the correctness of the department's interpretation, it is deemed advisable that in the enactment of the provision in question, as is proposed in said section 12 above referred to, the language used should leave no doubt whatever that temporary officers of the Marine Corps and officers of the Marine Corps Reserve are to be included in the same manner as temporary officers of the Navy and officers of the Naval Reserve Force.

It is therefore earnestly recommended that the wording of said section 12 of the bill (H. R. 3150) be amended by inserting the following:

In line 8, after the word "Force" insert the words "and Marine Corps Reserve;" in line 9, after the word "Navy" insert the words "and Marine Corps;" and in line 12, after the word "Navy" insert the words "and Marine Corps."

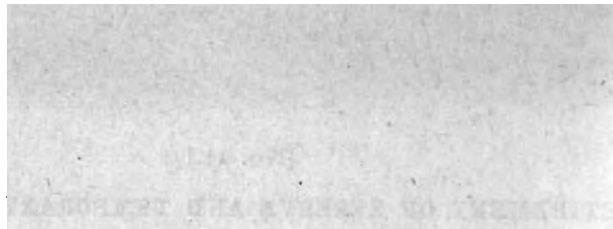
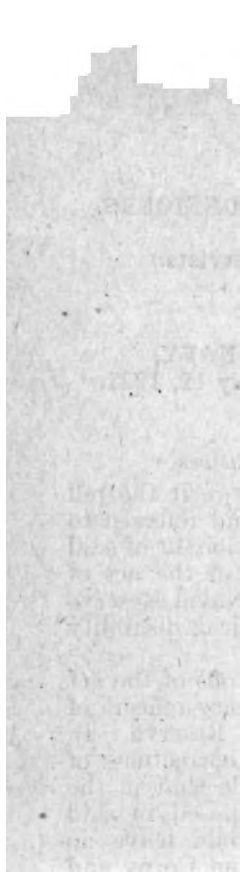
Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

40185—21—No. 24—1

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[No. 25.]

## SELECTION AND PURCHASE OF COAL AND OTHER FUEL FOR THE NAVY.

Commentary from the Navy Department Upon the Bill, H. R. 3720,  
To Provide for the Uniform Selection and Purchase of Coal and  
Other Fuel for the Use by the Federal Government."

NAVY DEPARTMENT,  
Washington, May 10, 1921.

MY DEAR MR. BUTLER: I have had occasion this date to transmit  
letter to the chairman of the House Committee on Mines and  
quarrying on a matter which is of great importance to the Navy and  
which, it is believed, will be of interest to you. The letter, quoted  
in full, is as follows:

It is with real interest that I have read your letter of the 16th ultimo concerning  
provisions of H. R. 3720, introduced at the present session of Congress, by which  
it is proposed to authorize the Bureau of Mines to select and contract for all coal,  
oil, and gasoline for all branches of the Federal service everywhere; to make  
investigations of fuel-burning equipment and storage of fuel, the expense of such  
investigation to be charged to the departments concerned at a total cost not to  
exceed \$250,000 per annum. Receipt of this letter was acknowledged by the Acting  
Secretary of the Navy under date of April 28, 1921.

I am in full accord with the plan of centralizing Government activities of a similar  
nature whenever such action can be taken without detriment to the service rendered  
by such activities, and where real benefit will result therefrom, but I am of the opinion  
that the proposed plan of centralizing in the Bureau of Mines the testing and purchase  
of Navy fuel would not result in any real benefit to the Government. I am con-  
vinced that it would interfere seriously with the successful operation of the Navy.  
I do not believe that it would result in any economy. On the contrary, it is my  
opinion that it would be more expensive than the present system of centralized  
procurement of fuel within the Navy Department itself.

The procurement of fuel oil, coal, and gasoline for the Navy, and the use of the  
same on board naval vessels, together with the determination of the military and  
economic value of the fuel-burning equipment installed on the various vessels of the  
Navy, are so closely interwoven with the operation and maintenance of the Navy  
that it would seem most unwise to place them under the supervision and control of  
another department of the Government. The supply of the fleet and shore stations  
with fuel is a military problem vital to the Navy, the cost of coal and fuel oil alone  
for the current fiscal year amounting to \$34,000,000.

Bills similar to H. R. 3720 have been periodically introduced in former sessions of  
Congress and the Navy Department has consistently opposed the enactment of any  
legislation of this character so far as it affected the Navy. It is nowhere shown  
that any defects existed in the Navy's system of fuel supply, but the changes recom-  
mended in these bills have been apparently based merely on the general theory that  
the supervision of fuel should be centralized under the Bureau of Mines.

Regarding this subject, the General Board of the Navy has stated:

"\* \* \* The General Board can not too strongly advise against the approval of  
any suggestion that coal for the Navy be purchased under any tests and specifications  
other than that are not under the direct control of the Navy Department.  
Coal satisfactory for naval use in war must possess certain characteristics that can  
be predicated from the results of any known laboratory tests, but whose existence

can only be proved by actual trial in the furnaces of naval vessels. That the coal used by the Navy in peace must be the same as that used in war is too self-evident to need argument. Certain brands of coal, furnished by 10 or more companies from four large fields, have been found satisfactory by long-continued use in naval ships; and the business arrangements for their supply, under specifications satisfactory to the Navy Department and to the contractors, have stood the test of time and periods of coal shortage \* \* \*.

"From a military standpoint the General Board believes that it would be a great misfortune to make the suggested change in the present method of purchasing coal for the Navy, and it advises that the suggestion of the Secretary of the Interior be not adopted. On the contrary, it recommends that the present method of purchasing coal for the Navy be continued, subject only to such revision as may come from the Navy Department itself, in order that coal may be obtained for naval use that is known by long-continued actual trial in naval ships to be of a suitable quality \* \* \*.

"It is a military necessity that the Navy Department be held responsible for the character of the coal furnished its fleet, and under such circumstances it must exercise full control over the purchase of that fuel."

The Navy Department is opposed to adopting the Bureau of Mines method of purchasing coal on the heat unit basis for the following reasons:

(a) The plan of the Bureau of Mines is that all coal for the Navy shall be purchased on the specifications of that bureau. These specifications provide that the purchase price shall be a certain figure for coal that shows on laboratory test a heating value of a certain number of British thermal units; that coal which falls below this figure or exceeds it in calorific value shall be purchased at a price less or greater than the base price, depending on the number of British thermal units below or above the standard.

(b) Theoretically, this is a correct method of purchasing coal, but practically for steaming coal it is unsatisfactory, because the laboratory test does not determine the coal's steaming qualities, clinkering qualities, or liability to spontaneous combustion, and because it frequently happens that a coal which, in a laboratory test, would be rated very high on a British thermal unit basis gives poor results when burned in the furnaces of a marine boiler, and conversely. In fact, one of the very best steaming coals on the market, and one which is largely used by seagoing steamers, would be barred from competition because it is lower in British thermal units than other first-class coals and its producers would, therefore, be forced to accept a price lower than is obtained for such coals or abandon the Navy trade, which they probably would do. Also, a certain excellent steaming coal, which in a laboratory test would be rated so high on a British thermal unit basis that it would probably secure the contract, is unsuitable for storage in coaling plants on account of its susceptibility to spontaneous combustion.

(c) The coal could not be sampled and tested prior to acceptance, so that a fuel ship probably would be at sea or the coal might be in a vessel's bunkers or might even be in use before its quality had been determined, and there would be unavoidable delay between the receipt of and payment for coal.

(d) Coal for the Navy must be of such known-in-advance quality as to enable naval vessels to steam the maximum distance on a ton of coal and make their maximum speed when required. The maximum steaming radius of the fleet is directly dependent upon the quality of fuel used. The penalizing of a contractor for supplying an inferior coal could not compensate for the decreased military efficiency of the vessel using such coal.

(e) The cost of inspection under this system would probably be materially increased.

(f) This system would undoubtedly cause constant and prolonged disputes with contractors as to alleged errors in sampling or tests.

(g) The Navy's method of purchasing coal is to secure high-grade coal from mines on the Navy acceptable list and whose output is known to be satisfactory by laboratory tests, boiler tests, and tests under service conditions, and most of the mines on the Navy acceptable list have supplied satisfactory coal for years. Every car of coal supplied for naval vessels is submitted to rigorous visual inspection and if not fully up to the specifications regarding lump, bone, slate, dirt, and moisture is rejected. A laboratory test is also made of every delivery of coal and a mine whose output is subject to many rejections or complaints from the ships of the fleet is liable to elimination from the Navy acceptable list.

(h) This method of purchase is the result of experience in the actual burning of coal in marine boilers over a period of 76 years, and was adopted after careful consideration of all the questions involved. That this method will supply good coal to the fleet is shown by the fact that in one year 700,000 tons were purchased and complaints received on only seven-tenths of 1 per cent of it, and most of these complaints referred to one cargo which analyzed so high in British thermal units that



ctors would have received a bonus if it had been purchased on the specification of the Bureau of Mines.

The Navy Department is opposed to transferring to the Bureau of Mines any control over the selection, purchase, inspection, handling, storing, or using of fuel for the Navy because—

The Navy Department is solely responsible for the operation of the fleet, and the operation of the fleet depends upon the necessary supply of a satisfactory fuel. If, even if the Bureau of Mines method did supply satisfactory fuel, this transfer of responsibility would constitute a military weakness and would certainly lead to discord, disagreement, and inefficiency.

At the time of war, if the fleet's efficiency were reduced by the supplying of an inferior fuel, it would be no satisfaction to the Nation to know that the fuel was purchased on a highly scientific basis or that the contractor had been paid a few cents per ton for supplying such fuel; nor could the Navy Department exonerate itself of blame by showing that it had no control over the supply of fuel.

The present method will supply a satisfactory fuel and will not necessitate an expenditure for the inspection and sampling of fuel. On the other hand, a revised expenditure would be required by section 6 of the proposed bill.

The Navy has had more experience in handling, storing, and using fuel and has more experience with oil-fuel-burning equipment than any other executive department.

The United States Navy is now essentially an oil-burning Navy, and it is generally recognized that the Navy Department is one of the leaders in the development of burning fuel oil, both afloat and ashore. Reference to the Bureau of Mines questions relating to the design of boilers for naval vessels and fuel-burning equipment would be positively unreasonable in view of the experience of the Navy Department in such matters and the lack of it on the part of the Bureau of Mines.

The Navy Department maintains at the Philadelphia Navy Yard an establishment known as the Fuel-Oil Testing Plant which was originally designed for testing different types of marine boilers when operating with fuel oil; this plant has been in recent years still is, utilized almost exclusively in instructing the personnel of the Navy in the operation of oil-fired boilers, and in the development of oil burners suitable for the naval service. The results obtained at this plant have been of immense importance to the Navy and its continued operation is considered indispensable.

The provisions of section 3 of H. R. 3720 may be assumed to be such as will seriously interfere with the Navy Department in its experimental and instruction work at the Fuel-Oil Testing Plant, and would require additional personnel at the plant with considerable additional expense, since it is mandatory that "each branch of the Federal Government shall furnish to the Director of the Bureau of Mines such information relating to the design, construction, and use of fuel-burning equipment, fuel consumption, and fuel use as may be requested."

It is not only possible, but highly probable, that the Bureau of Mines would place upon this department for so much information and of such character that the personnel of the Fuel-Oil Testing Plant would be strained to the utmost to meet the numerous demands, and the department would be totally unable to continue its own and especial work of developing oil-burning equipment for naval vessels. It should also be stated that the Navy Department is probably the executive department which at present has the equipment, facilities, and knowledge necessary to furnish the reports required by section 3, and it is obvious that it should be the case the forecast above outlined may be expected to take place.

For the practical testing of coal the Navy Department has the engineering experience at Annapolis, Md., and testing laboratories at New York and Norfolk, which are fully equipped for carrying out any tests of this character that may be required for the naval service.

Moreover, every ship in the Navy is in itself a power plant where practical tests can be and are worked out. For years the ships of the Navy of various types have operated on an "engineering competition" basis and, needless to say, economy of fuel has entered largely into this competition.

It is thus to be seen that, aside from any military considerations of this question, the Navy Department is fully equipped and fully competent to meet any fuel problems that may arise in an efficient and economical manner without any additional expense to the Government.

In connection with the purchase of fuel for the Navy, attention is respectfully directed to section 3728, Revised Statutes, which provides:

"\* in purchasing fuel for the Navy, or for naval stations and yards, the Secretary of the Navy shall have the power to discriminate and purchase, in such

manner as he may deem proper, that kind of fuel which is best adapted to the purpose for which it is to be used."

All fuel used by the Navy is purchased through one central office in the Navy Department and by officers and civilians whose whole careers are devoted to the work of purchasing materials for the Navy. The analyzing and testing of fuel and the determination of types of fuel-burning equipment are in charge of officers and civilians who are permanently assigned to engineering duties. In this manner there is obtained an efficiency and economy in the procurement of naval fuel which could not possibly be attained by an agency outside of the Navy.

The selection, purchase, and testing of the entire fuel supply of the Navy, both afloat and ashore, have for many years been handled exclusively by the Navy Department in an eminently satisfactory, efficient, and economical manner. The record of the Navy Department during the recent World War as regards the purchase of fuel for all its branches is sufficient proof in itself of the efficient and economical manner in which the situation was met.

I have reviewed the hearings on H. R. 15793, to which I assume you refer in the third paragraph of your letter of the 16th ultimo, and I am of the opinion that the savings mentioned on pages 25 and 35 as having been effected through centralized purchase of fuel for the District of Columbia, do not properly represent the situation. I am not in a position to comment on the first and second items, but the savings claimed on the third item appears open to question. The records will show that the Navy obtained coal during all of the period covered by the third item at considerably lower prices than were paid by the Government fuel yards. The showing of a saving of \$622,000 on this item is based on a comparison made with an emergency purchase of the Army, which in no way represents the prices generally paid by Government departments at that time.

During this same period the Navy was procuring an equally high grade of coal for the Washington Navy Yard and for other points at an average cost of \$3.92 per net ton f. o. b. mines, instead of \$4.69 paid by the Bureau of Mines. If a comparison is made between the purchases of the Navy and those of the Bureau of Mines for this period, a loss to the Government of \$97,790 will be shown instead of a saving of \$622,000.

The enactment of H. R. 3720 as it stands would be extremely detrimental to the interest of the Government in so far as it applies to the Navy Department. It is, therefore, recommended that the proposed bill—H. R. 372—be not enacted into law, or at least that the Navy Department be excluded and excepted from any of the operations of the act.

I can not, of course, undertake to speak for any of the other branches of the Federal service, such as the War Department, Shipping Board, etc., which are large consumers of fuel, but, as the Coast Guard Service coordinates with the Navy Department in time of peace, and in time of war is transferred to the Navy Department, it is suggested that the Coast Guard Service also be excepted from the provisions of the act.

In the event hearings are held on the above bill it will be appreciated if the Navy be given a further opportunity to present its views.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*House of Representatives, Washington, D. C.*





[No. 26.]

## AIRPLANE CARRIERS.

### Hearings on the Bills H. R. 5826 and H. R. 5833

(Later amended and reintroduced as H. R. 6297.)

authorizing the construction of airplane carriers for the Naval Establishment of the United States, and revoking authority for the construction of certain other vessels."

Before the

#### COMMITTEE ON NAVAL AFFAIRS, HOUSE OF REPRESENTATIVES,

Tuesday, May 10, 1921.

The committee met this day at 10.30 o'clock a. m., Hon. Thomas C. Blanton (chairman) presiding.

Present REAR ADMIRAL D. W. TAYLOR, Chief Constructor,  
United States Navy.

CHAIRMAN. Admiral Taylor, before Mr. Hicks begins his examination, I would like to ask you three or four questions. How many boats have we converted into airplane carriers?

ADMIRAL TAYLOR. We are converting only one, Mr. Chairman, the collier *Jupiter*.

CHAIRMAN. I thought there had been a program for three.

ADMIRAL TAYLOR. We are converting one vessel the *Wright*, into an auxiliary tender, but she will not be an airplane carrier. Planes are able to light on her deck or fly from her deck.

CHAIRMAN. How much work had to be done on the *Langley*?

ADMIRAL TAYLOR. The *Langley* had to be done under contract and we are to have her in service some time this summer.

CHAIRMAN. Tell us how much it cost to convert the old collier into the *Langley*, the new boat?

ADMIRAL TAYLOR. About six or seven hundred thousand dollars.

CHAIRMAN. We have never made any experiments with airplanes on the deck of these vessels or flying from them, because we have not had any boats to experiment with?

ADMIRAL TAYLOR. Not on these boats. We have landed airplanes on ship decks, and flown from the ship decks, many years ago, on the *Birmingham*, but that was a long time ago and the art has progressed a great deal since then.

CHAIRMAN. Do you know to what extent the English Navy has progressed with regard to landing on the ships or flying from the

Admiral TAYLOR. The British have several airplane carriers in service, and they are constantly landing on and flying from the decks. I do not know whether any of you gentlemen saw the movie the other night or not. I think that was illustrative, showing the actual landing of planes.

Here is one of the photographs of one of the British airplane carriers [exhibiting photograph to committee] showing the landing deck. This [showing photograph to the committee] shows the airplane landing deck. That is the deck of the *Eagle*.

The CHAIRMAN. Yes; but have they been experimenting with them?

Admiral TAYLOR. Yes, sir; they have them in service.

The CHAIRMAN. Do you know when this boat was converted; or is it a new boat, the *Eagle*?

Admiral TAYLOR. The *Eagle* was a battleship, being built for Chile, I believe, at the beginning of the war.

The CHAIRMAN. And about what was her speed?

Admiral TAYLOR. Her speed is about 24 knots.

The CHAIRMAN. And they converted this battleship into an airplane carrier?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. And the British Navy is using it for an airplane carrier?

Admiral TAYLOR. The British Navy has had several carriers, the *Eagle*, the *Hermes*, the *Furious*, the *Pegasus*, the *Ark Royal*, and the *Argus*. You have very full information with regard to that given to you by Capt. Craven, last year. I think the *Argus* and the *Eagle* are the two now in service. The *Hermes* is just being completed.

Here is a picture of the *Argus* [exhibiting photograph to the committee] as she is fitted out. I saw her two years ago and that is the way she looks now.

Mr. HICKS. Admiral, it occurs to me we might proceed with these hearings under three general headings.

First, would be discussion in reference to the proposed airplane carrier, designs for which I understand you are perfecting.

Second, the possibility of converting one or more of the ships now being built under the 1916 year program into these carriers.

Third, the possibility of slowing down their construction sufficiently to permit the initial expenditures for the carriers, in case they are authorized, being taken out of construction account, thus avoiding the necessity of making an additional appropriation. Along these lines I will proceed, Mr. Chairman, unless you have another plan in mind.

The CHAIRMAN. Go right along.

Mr. HICKS. Admiral, as a preliminary can you, in a general way, tell us about the carriers employed by the British Navy and the Japanese Navy? The British Navy, I believe, have five ranging from a speed of 11 knots up to 31 knots.

Now, regarding the Japanese Navy, they are building a carrier that will be a very large vessel, 500 feet long and capable of carrying 30 planes, understand, and her speed will be fleet speed—what is that, about 25 knots per hour?

Admiral TAYLOR. I can not say, Mr. Hicks, as to that. That information was obtained from the Office of the Naval Intelligence, I have nothing further with regard to that case.

Mr. HICKS. The fleet speed of the Japanese battleship is not over 23 knots, of the battle cruisers probably 27 or 28, of the battle fleet itself between 20 and 23, depending upon the age of the ships.

Mr. HICKS. Then you assume that the speed of this plane carrier would be in the neighborhood of 21 or 22 knots?

Admiral TAYLOR. I do not know what that means. That is not an expression with which I am familiar in determining what a speed might be. Indeed, it might mean the cruising speed of the fleet.

Mr. HICKS. Well, this Japanese vessel, so far as you know, has not been carried forward very far, to its completion?

Admiral TAYLOR. So far as I know, it has not.

Mr. HICKS. Is it being built in Japan, or in Great Britain?

Admiral TAYLOR. In Japan.

Mr. HICKS. Is this the only one in the Japanese Navy we have any information about?

Admiral TAYLOR. It is the only one of which I have any information. I only get my information from the Office of Naval Intelligence.

Mr. HICKS. Has France or Italy any airplane carriers?

Admiral TAYLOR. According to this table of the Naval Intelligence, France has converted a battleship into an airplane carrier.

Mr. HICKS. That is the *Bearn*.

Admiral TAYLOR. The *Bearn*. Italy has a converted steamer, probably a merchant steamer.

Mr. CHAIRMAN. Admiral, I would like to ask another question before we proceed with the examination by Mr. Hicks. From the tables which you have, does the British Navy have any ship under construction as an airplane carrier, or are all their carriers simply converted?

Admiral TAYLOR. The *Hermes*, as I understand, recently completed, was designed as an airplane carrier.

Mr. CHAIRMAN. What is her speed?

Admiral TAYLOR. Twenty-five knots, according to this table. [indicating] is a picture of her.

Mr. CHAIRMAN. What was her cost?

Admiral TAYLOR. I do not know, but it is not a very large ship.

Mr. PADGETT. What is her estimated capacity for carrying airplanes?

Admiral TAYLOR. Her displacement is about 10,000 tons, and the number of planes carried according to this information is 20.

Mr. HICKS. The *Furious* is the largest ship, or at least the largest being used for this purpose, as I understand it, that ship being 600 feet long. In your judgment, she is the best carrier afloat, is she not?

Admiral TAYLOR. The *Eagle* is a little larger than the *Furious*.

Mr. HICKS. As I understand it, the *Eagle* is 600 feet long and the *Furious* is 725 feet long.

Admiral TAYLOR. The *Eagle* has a displacement of 26,000 tons, the other has a displacement of 19,000 tons.

Mr. HICKS. The *Furious* is a little more speedy.

Admiral TAYLOR. The *Furious* is the longest one.

Mr. HICKS. Would you consider the *Furious* a better ship than the *Eagle*, or the reverse?

Admiral TAYLOR. I do not know enough about that to express an opinion. The *Furious* was built for a large light cruiser, or armored cruiser, but those vessels were not very successful. The *Furious*, the *Glorious*, and the *Courageous* were not very successful vessels for that purpose. They carried two 18-inch guns as their main batteries. The *Furious* was converted into an aircraft carrier during the later years of the war.

Mr. HICKS. Have we in our department here in Washington any officers who have been aboard any of those airplane carriers or who are familiar with the details of their operation?

Admiral TAYLOR. I do not believe we have any officer who has been aboard any recent airplane carrier, and I am sure we have not one who is familiar with the details of their operation, because the British are keeping that very confidential at the present time.

Mr. HICKS. Some of them were in commission during the war, were they not?

Admiral TAYLOR. Yes, sir.

Mr. HICKS. Did not some of our officers have a chance to go aboard them during the war?

Admiral TAYLOR. I presume they went aboard some of the older ones, but not the later ones. The development was largely during the war and since the war.

Mr. HICKS. But, so far as you know, these airplane carriers are successful for the purpose for which they are used—that is, they are successful so far as the planes being projected from them is concerned, and they are successful so far as the planes being able to fly back to them is concerned?

Admiral TAYLOR. Yes, sir.

Mr. HICKS. And they are successful in providing for the storage of the planes. In other words, you think that they are successful and beyond the experimental stage?

Admiral TAYLOR. Yes, sir; I have no reason to doubt that.

Mr. BRITTEN. Has the British Government in commission now any plane carrier built primarily for the purpose of carrying planes, or is the first class ship for that purpose instead of being a converted cruiser of some sort?

Admiral TAYLOR. I am not quite sure about that. The *Hermes* is in service or nearly in service, and she was built for that purpose. The *Hermes* was built from the first as a plane carrier.

Mr. BRITTEN. All of their other plane carriers were converted from cruisers or naval vessels of some other kind?

Admiral TAYLOR. That is my impression. That was covered fully by Capt. Craven in a hearing before this committee, and I do not want to contradict anything that he said.

The CHAIRMAN. That was several months ago, and if you have had anything later, we would like to know it.

Admiral TAYLOR. England started out with the *Ark Royal*, which was not a plane carrier in the sense of providing means for the landing and returning of planes, but she carried planes on board. The later ships, the *Argus*, the *Eagle*, the *Hermes*, and the *Furious* are plane carriers of the types you are discussing, with large clear upper decks for the purposes of landing and flying.



r. HICKS. Are those ships equipped with any device for braking machines as they come down—that is, slowing them up before they reach the bow?

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. They are small ships in comparison with those that suggest, of 10,400 tons?

Admiral TAYLOR. The *Hermes* is a 10,400-ton ship. The *Eagle* is the largest, with a displacement of 26,000 tons.

Mr. BRITTEN. How far advanced is she in construction?

Admiral TAYLOR. She was a foreign battleship being built in Great Britain.

Mr. BRITTEN. A converted ship?

Admiral TAYLOR. Yes, sir. The *Hermes* was built primarily as a battle carrier. She was constructed originally for the purpose of carrying planes.

Mr. BRITTEN. Ours will be the largest, I suppose, built especially for that purpose.

The CHAIRMAN. Is it possible for us to obtain information as to the success of those new airplane carriers? I would like to know how they work before we start in on a program for the expenditure of twenty-five or thirty million dollars on airplane carriers. I would like to know beforehand, if possible, how they will work and whether they will be a success.

Admiral TAYLOR. I do not think there is any doubt of that, Mr. Chairman. We know that it is advantageous to have the vessels larger. We will have an upper deck that will approach two acres in area for the planes to run upon and fly from. So far as our information goes, there is no doubt that planes will be able to land on the deck and will be able to fly from the deck.

Mr. BRITTEN. Of course, the plane will make landings on deck in rough seas, but with that exception all the other characteristics in regard to the construction of the plane carrier we know of.

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. We know their speed, their carrying capacity, the area desired for the planes, the lifting devices, etc., and with the exception of the deck arrangement, everything else has already been described.

Admiral TAYLOR. I think that with a ship rolling and pitching in a heavy gale, you would probably not be able to land, but, so far as my opinion goes, I think there will be no difficulty in getting the planes off under any condition of weather. In addition to the big area for starting the planes, we will also have catapults that we know we can make work in a comparatively small area.

Mr. BRITTEN. Is the catapult considerably above the deck, or is it grooved into the deck itself?

Admiral TAYLOR. It is practically on deck or close to the deck.

Mr. PADGETT. You were speaking a moment ago about not being able to land when there was a pitching gale, but that you could get the plane off the ship in such a gale: Would you want to get it off in a gale of that kind?

Admiral TAYLOR. We would want to be able to get it off under all conditions.

Mr. PADGETT. Would you want to get a plane off with such a gale prevailing?

Mr. BRITTEN. He certainly would in war time.

Admiral TAYLOR. You might want to do that under certain circumstances.

Mr. PADGETT. What I mean is this: If the plane got into such a gale as that, could it maintain itself? If there were such a gale prevailing that the ship was rocking and tossing, and the sea was rough and the storm severe, could the plane maintain itself? You say that under such conditions you could not land, but that you could get it off from the ship, and my question was whether you would want to get it off the ship into the air if it could not maintain itself.

Admiral TAYLOR. Of course, flying under such conditions is not as easy as flying in good air, but the plane can be maintained, I understand, in practically any weather when it is once sufficiently high. When it is once clear of the surface and can rise in the air, you can get it off even if the ship is rolling. As a matter of fact, there will be short intervals when the ship will be steady, and when she is neither pitching or rolling. By watching for a chance, you will be able to launch the planes. We are talking about what we expect to do. We have no actual experience by which to determine the exact limits within which we could land, but our people think that they will be able to get off under any weather conditions.

Mr. PADGETT. I was assuming that you were correct in that, but I wanted to know whether if you got off in the air under those weather conditions the plane could maintain itself in the air.

Admiral TAYLOR. It could not have done so five or six years ago but they are improving all the time in regard to flying. Formerly you could not fly at night. It was believed impossible to fly at night until we went into the war, but before the end they were flying at night all the time. Aviation is steadily improving. I think the difficulty is in getting clear of the surface of the sea. If you once get some distance above the surface or away from the bad air you are all right. If you have a side slip then, you can come out of it. If you are only 100 feet above the water and have a side slip, you will probably land in the water, but if you are 2,000 or 3,000 feet high and have a side slip, you will have time to right yourself before striking the water.

Mr. PADGETT. What I am trying to get is information. When the airplane comes off the ship under those weather conditions can it maintain itself in that space between the deck of the ship and 1,000 or 2,000 feet above? Could it maintain itself immediately after it goes off the deck of the ship?

Admiral TAYLOR. It would be pretty hard to say as to that, because storms are not at all standard. For instance, you may have comparatively light wind with a heavy sea and, on the other hand, the wind may suddenly be strong and the sea remain smooth at first. It is a little difficult to answer that question definitely.

Mr. HICKS. Admiral, there are three questions I would like to ask you in line with the subject that we are discussing: One is whether any of these British carriers are equipped with the gyroscopic stabilizer device?

Admiral TAYLOR. No, sir; I am quite sure they are not.

Mr. HICKS. It would be your purpose to install that on any carrier that you propose to build for the American Navy?

ral TAYLOR. That has not been settled yet. It is mechan-  
 issible, but very expensive.

LICKS. We will take that up later in the hearings. So far as  
 ow, there is no device on any of those British ships of that

ral TAYLOR. No, sir.

CHAIRMAN. How soon will you get the *Langley*?

ral TAYLOR. We expect to get the *Langley* in August or  
 per.

CHAIRMAN. Then you will be able to make experiments with  
 see how the thing will work.

ral TAYLOR. We will be able to put her in service and train  
 ple.

INSON. The experimental stage you regard as long since

ral TAYLOR. We think so, so far as the desirability of building  
 is concerned.

LICKS. I think, perhaps, that Capt. Moffett can help me out on  
 have in mind: I am under the impression that we have a  
 ficer who went on board some of the British carriers during  
 Is that correct?

MOFFETT. Yes; Lieut. Commander Chevalier, at Hampton

LICKS. The reason I ask that question is because I had a  
 k the other day with Commander Whiting, who gave some  
 teresting information about carriers. He indicated to me  
 ere was an officer now stationed at Norfolk who was familiar  
 e operation of the British airplane carriers. It occurred to  
 it might be a wise plan to have him appear here in order to  
 some definite information with regard to these carriers. It  
 e a good plan to have him appear before us, Mr. Chairman,  
 we want all of the information we can get before embarking  
 program.

CONNOR. Have you seen the pictures that were shown of  
 rplane carriers?

LICKS. Yes.

CONNOR. Do you believe from those pictures that we have  
 yond the experimental stage?

LICKS. I should say that we could safely authorize one air-  
 rrier upon the basis of the experiments that have been made,  
 by the British but by ourselves.

WING. I would like to offer this suggestion in regard to the  
 : I take it that those pictures were taken some time ago,  
 ere has probably been considerable development since the  
 were taken.

WRITTEN. I think there is no question about that at all.  
 lly, I do not think there is the slightest doubt about the  
 ty of constructing a satisfactory plane carrier.

McCLINTIC. I would not imagine that they would be showing  
 to indicate that it was not possible to use carriers.

LICKS. We are trying now to get all the information we can.  
 question I would like to ask, Admiral, is this: In the case  
*Oklahoma* and the *Nevada*, we have on each of those battle-

ships two airplanes at the present time, and they are located right above the turrets, fore and aft: Now, in your judgment, knowing the construction of aircraft and the tremendous concussion of the guns, do you think it is possible to carry on shipboard an airplane at any place where it would not be injuriously affected during the firing of the guns, or would that airplane have to go into the air when the guns were being fired?

Admiral TAYLOR. That airplane would have to be taken back from that position when the guns were being fired, but an airplane is not so easily damaged that it can not be carried on a ship when guns are being fired. People are carried on the ships while the guns are being fired.

Mr. HICKS. There has been quite a little controversy, I think, over the question of whether, or not, the planes could be carried on the ships during an actual engagement.

Capt. MOFFETT. You could probably carry one or two on the lee side or disengaged side of the turret. Of course, the idea is to carry all the planes you can on the battleships but they can be handled better and better taken care of on regular plane carriers.

Mr. HICKS. Is not one of the difficulties in carrying planes on battleships at the present time due to the fact that if you carry the plane on top of the turret, it interferes with the range finders on the turrets and with the fire control of the ship?

Capt. MOFFETT. That is one of the objections.

Mr. HICKS. Do not the officers in charge of the ships or of the fire control of the ships object to the planes being carried as they are carried at the present time on the *Oklahoma* and *Nevada*?

Capt. MOFFETT. They do object to it from the conning tower more particularly than from the bridge.

Mr. HICKS. How serious is that difficulty?

Capt. MOFFETT. I do not think it is insuperable, and if I were the commander of a ship in war time, I would carry all the planes I possibly could.

Mr. HICKS. In the event we were in a fight and were firing guns, do you not think that the planes would have to take the air—and, of course, they would naturally take the air for observation—in order to protect them from the gunfire?

Capt. MOFFETT. I think they would. If they were not protected, they would be injured by the concussion from the firing guns.

Mr. HICKS. If they were kept anywhere on board, they would be liable to be injured?

Capt. MOFFETT. Yes, sir; they would be liable to be damaged.

Mr. PADGETT. If they were there on the deck of the ship, would they be damaged?

Capt. MOFFETT. We ought to be careful about that. Even boats, though some distance from the guns, might be damaged by the concussions. We leave them behind if we can. They are liable to be badly jolted and to become so damaged that they will leak.

Mr. BRITTEN. You mean the small boats?

Capt. MOFFETT. The small boats and even motor boats.

Mr. BRITTEN. The truth of the matter is that the battleship is not satisfactorily constructed for carrying planes.

Capt. MOFFETT. No, sir.



Mr. HICKS. If you installed the other type of get-away, the catapult device would probably be down on the main deck. You would not put it above the turret, and in that position your machine would be more liable to be damaged by concussion than with the other type?

Capt. MOFFETT. We assume that the planes will not be there in time of peace, when we have target practice.

Mr. HICKS. And in time of battle they would be in the air?

Capt. MOFFETT. Yes, sir.

The CHAIRMAN. Admiral Taylor is the officer who has designed all our great modern ships, and I have great confidence in his judgment.

Mr. HICKS. I will supplement that by saying that when Admiral Taylor tells the committee that he can build an airplane carrier, I am confident it can be done.

Mr. PADGETT. I would like to ask Admiral Taylor if he has made any estimates of the cost.

Mr. HICKS. We will take up that phase of it a little later, if you will permit, Mr. Padgett. We are trying now to secure all the general information we can, and will take up specific matters later.

Mr. MCCLINTIC. Is not this hearing for the purpose of obtaining facts relative to this proposed legislation we have here on our desks?

Mr. HICKS. Yes, of course, but to produce sequence in our testimony it was the purpose to take up the question of cost, etc., after this general discussion in regard to British and Japanese airplane carriers had been concluded.

Mr. VINSON. This is just a skirmish.

Mr. MCCLINTIC. I think you would agree with me that it is a good deal to have a skirmish if you could see the cartoons in the papers of the interior of the country relative to the gigantic program of the Navy, and could see their statements with reference to the endurance of the taxpayers. If you would read them, you would probably think that a little skirmishing was necessary. It seems to me that it might be wise to delay this proposition until we can find out whether or not we can convert some of the ships we now have into airplane carriers, or into ships that could be used for this particular purpose. I appreciate the fact that we ought to have an efficient Navy, but I would hate to go ahead and build a great big Navy of one type of ships, and then have some new invention render it obsolete.

Mr. BRITTEN. I think after this line of questioning has been concluded we should proceed in the usual way.

Mr. HICKS. That is my purpose.

The CHAIRMAN. We are laymen, and will be subjected to a great deal of questioning on this matter when it reaches the House.

Mr. MCCLINTIC. What I had in mind primarily was whether the committee ought not to protect itself while it has the opportunity.

Mr. HICKS. We want to conduct the hearing so as to have the information under certain headings, if possible, just as we did in the case of the bureau bill, and to have everything appearing in its natural sequence, and if we proceed in this way every topic will be covered.

Mr. PADGETT. If I may express myself in regard to the conversion of ships, I do not want any warmed-over batter cake, but I want a carrier that has been designed, planned, built, and intended for the

carrying of airplanes, instead of an old ship built for something else and converted for this purpose. You would spend just as much money on that and would have a failure in the end.

Mr. McCLINTIC. Possibly the gentleman is correct, but we have already authorized a program, and the developments of the next few years may show that all those superdreadnaughts should be sunk. It might be better to change that program.

Mr. VINSON. Everything might be turned into Air Service, and for that reason we should have this.

Mr. O'CONNOR. I would like to ask a question in connection with this discussion: Is not the carrier supposed to have sufficient speed to keep out of the way of the fastest battleships?

The CHAIRMAN. The admiral will explain all of that to you, but it is my understanding that this airplane carrier is to have a speed greater than that of the fastest ship engaged in action.

Mr. O'CONNOR. I understood from what was said at the last hearing that the purpose was to keep the carrier 50 miles away from the battleships, and in order to keep them away from the battleships they will have to be speedier than the vessels engaged in battle.

Mr. Mr. VINSON. I move that the chairman of the subcommittee proceed with the examination.

Mr. HICKS. I do not want to have my plan made the plan of the committee, but it does seem to me that it will be better to proceed along certain lines in the hearings so as to get our information in logical order. It will conserve time also. Does any gentleman desire to ask any questions about the British and Japanese airplane carriers that are in existence now before we take up a new subject?

Mr. BURDICK. I want to know what speed this airplane carrier will have?

Mr. HICKS. The admiral has been speaking of the British and Japanese carriers already in existence, and he said that the *Hermes* has a speed of 25 knots. As to airships, we will take that up in a moment.

Admiral, I want to take up with you the possibility of converting some of our cruisers and battleships now being constructed under the 1916 building program into airplane carriers. You gave a very exhaustive dissertation on that subject before the Appropriations Committee last winter, and I think that in order to have it concise in this hearing it might be well for you to discuss it again, because of course, consideration of economy is a vital question with us. As I recall those hearings, they disclosed this fact, that the cruisers that are being built happened to be the least advanced, possibly, of any in the 1916 program that was going forward. As I understand it, there is a tremendous demand for that class of ships in the Navy, and I think from what I gathered from the experts that it is considered essential to carry on that program to completion.

Admiral TAYLOR. I think you are right.

Mr. HICKS. If it is the opinion of the authorities that those cruisers should be carried through to completion it would not seem practicable to try to convert any of those cruisers into airplane carriers would it?

Admiral TAYLOR. You can not make both cruisers and airplane carriers of them.

**Mr. HICKS.** Is it not true that the cruiser type of battleship is the nearest approach to the airplane carrier type that we have now under construction, because you have in the cruiser type both speed and size?

**Admiral TAYLOR.** The airplane carrier is approximately of the general type of the cruiser. I think that answers the question.

**Mr. HICKS.** Therefore, that is the type that lends itself most easily to conversion of any type we are building?

**Admiral TAYLOR.** It would be mechanically possible to take any of those cruisers and make aircraft carriers of them.

**Mr. HICKS.** What is the objection to doing that, aside from the fact that we need the cruisers? In other words, what is the mechanical or economical objection to it?

**Admiral TAYLOR.** We will probably have to throw away everything that we have done on the ships, because the same lines would not suit. The carrier is also entirely different above water. It has nearly double the freeboard. We have not gone with any great detail into the possibility of converting any battle cruisers into airplane carriers, but we did go into the question of converting scout cruisers. That would be mechanically possible, but it would make a very unsatisfactory job.

**Mr. HICKS.** In what way?

**Admiral TAYLOR.** We would have to ballast it. It would be impossible to give it sufficient stability without ballast. That would add to the displacement, resulting in less speed.

**Mr. HICKS.** You will have a ship with less speed than will be desired?

**Admiral TAYLOR.** Yes, sir.

**Mr. HICKS.** And with less deck flying area?

**Admiral TAYLOR.** Yes, sir; the same thing applies in a general way to the battle cruisers. They would have to be completely redesigned for the purpose. We could probably use the machinery and a comparatively small part of the hull, but it would be necessary to make very radical changes in the ships.

**Mr. HICKS.** The only material in the large cruisers that you could utilize in the construction of the carriers would be the engines and a certain amount of the hull?

**Admiral TAYLOR.** That is about the situation.

**Mr. HICKS.** Suppose Congress should determine to abandon the building of one or two of those cruisers, how much would it cost the Government to make that change, or to convert a cruiser into a plane carrier?

**Admiral TAYLOR.** I would say that the additional cost would be in the neighborhood of \$15,000,000.

**Mr. HICKS.** As I recall it, it will cost about \$28,000,000 to complete one of those cruisers.

**Admiral TAYLOR.** Yes, sir.

**Mr. HICKS.** If work was stopped at the present time upon the *Ranger*, which is the lowest one in percentage of completion, and you start right now to converting her into an airplane carrier, we would lose \$15,000,000?

**Admiral TAYLOR.** That is what we would estimate it to be. You would have to throw away all the turrets; the guns could be utilized, presumably, but the turrets and upper works would have to be

discarded. A great deal of the armor is done, and all of it is under contract.

Mr. HICKS. Those battle cruisers cost \$38,000,000, while the new plane carrier would cost \$26,000,000, or a difference of \$12,000,000. Now, would the Government be out any additional money if we should stop work on these cruisers and start to building carriers?

Admiral TAYLOR. What do you mean by additional amount?

Mr. HICKS. Well, we have \$38,000,000 set aside to build a cruiser, we will say, and a carrier will cost \$26,000,000.

Admiral TAYLOR. Starting fresh.

Mr. HICKS. If you did not start fresh what would the carrier cost, or what would it cost to convert a cruiser into a carrier?

Admiral TAYLOR. That is difficult to say. I would say, offhand, that the net result of it would be that the carrier would cost converted practically the same as if we started to build it new. There would be involved a net loss of somewhere in the neighborhood of \$15,000,000.

Mr. PADGETT. It would cost about \$40,000,000?

Admiral TAYLOR. It is not a matter on which I have made any close estimate.

Mr. HICKS. Instead of having a cruiser, it would mean that we would have an airplane carrier costing \$40,000,000—that is, by converting the cruiser into a carrier?

Admiral TAYLOR. It would be something like that.

Mr. DRANE. And it would not be satisfactory?

Admiral TAYLOR. No, sir.

#### REVOKING AUTHORITY FOR PART OF 1916 BUILDING PROGRAM—DESTROYERS, FLEET SUBMARINES, AND TRANSPORT.

Mr. BRITTEN. While talking about making changes in the construction that has already been authorized, why not give consideration to the question of leaving out those 12 destroyers, 6 fleet submarines, and 1 transport, and thereby effect a saving of \$52,000,000, and use that money for the construction of two plane carriers? While those vessels have been authorized in the 1916 program, they have not been contracted for, and nothing has been done on them, with the exception, possibly, of the preparation of the plans. Would not that be a much better idea?

Mr. PADGETT. It has been determined that they would not build the destroyers.

Mr. BRITTEN. But they have been authorized.

Mr. PADGETT. But there is no purpose to build them.

Mr. BRITTEN. Congress has not determined it. The gentleman's administration may have determined on that policy, but I do not know that the present administration has.

Admiral TAYLOR. The bill reported to the Senate provides for the abandonment of those 12 destroyers.

Mr. BRITTEN. The bill provides for the abandonment of the 12 destroyers?

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. What about the fleet submarines?

Admiral TAYLOR. It contains provisions that virtually prevent anything being done upon them next year.

Mr. BRITTEN. Suppose we do not construct them, that would mean a saving of \$50,000,000.

Admiral TAYLOR. Approximately.

Mr. BRITTEN. Why would it not be a good policy to use the money set aside for destroyers for plane carriers, and not waste time in attempting to convert cruisers into plane carriers at a cost of \$40,000,000, and even then not getting a satisfactory plane carrier? Would not that be the logical way?

Admiral TAYLOR. That is a question of policy. I would approve that plan. If we are going to spend the money, I think we need the plane carriers at present more than we need the additional destroyers, fleet submarines, and transport. I think the expenditure for plane carriers would be preferable.

Mr. McCLINTIC. As I understand it, the suggestion is to take a sufficient amount of the money already appropriated for that program and use it for the construction of these ships, if it should be found necessary to construct them, and in that way take care of the amount that would have to be carried in the bill this year.

Mr. BRITTEN. These things are not carried in the bill.

Mr. McCLINTIC. We could take care of the appropriation in that way.

Mr. BRITTEN. We first authorize, and then the appropriation follows.

Mr. McCLINTIC. My impression was that the money had already been appropriated for the building of those vessels.

Mr. BRITTEN. No; we authorized the construction of them. However, it is equivalent to that, because when we authorize the construction of certain ships, the department goes ahead and prepares the plans, and in due time takes bids. If the bids meet the approval of the department, contracts are awarded, and then Congress does its part by appropriating the funds from time to time. We do not carry an appropriation of \$40,000,000 for a battle cruiser when it is authorized, but we may appropriate only \$1,000,000 or \$2,000,000 to take care of the preparatory expenses.

Mr. McCLINTIC. But the bill that passed at the last session of Congress did carry an appropriation sufficient to build these different vessels.

Mr. BRITTEN. No.

Mr. McCLINTIC. Did not the bill that passed the House carry an appropriation for this?

Mr. HICKS. It did not carry an appropriation for these destroyers and fleet submarines. We have never appropriated anything for these ships that Mr. Britten is now referring to. They were authorized, but not a dollar was appropriated for their construction.

Mr. BRITTEN. The Navy Department might contract for the 12 destroyers, 6 fleet submarines, and transport, although there is no money appropriated for them. Congress has taken no action to prevent the Navy Department from contracting for those ships now. If that were done, then in due time we would appropriate for them. Our authorization is practically an appropriation.

Mr. O'CONNOR. How long would it take to construct a plane carrier if they were ready to start now?

Mr. BRITTEN. About three years.

Mr. O'CONNOR. How long would it take to build a cruiser?

Mr. BRITTEN. About three years, or it might take longer.

Mr. HICKS. I want to ask Admiral Taylor about the possibility of converting battleships into carriers. We are building 10 battleships, and, of course, they have lower speed than the cruisers and are smaller. Suppose you let us have your opinion upon the question of converting a battleship into a plane carrier.

Admiral TAYLOR. That would be much more difficult, because the battleships are further advanced. The final proposition would be very much the same thing so far as the value of the resulting product is concerned. The General Board, which, as you know, defines the military characteristics of our ships, is very insistent upon high speed for the plane carriers. The battleships are designed for 23 knots or 21 and 23 knots for the two classes. The General Board is very insistent that the speed of the plane carrier shall be equal to that of the battle cruiser so that the carrier can work in the battle cruiser division.

Mr. HICKS. If you should start to convert a battleship into a plane carrier, you would practically have to scrap the entire ship now under construction and start afresh with the construction of the plane carrier?

Admiral TAYLOR. I think so. It would be much more difficult mechanically than the conversion of a battle cruiser into a plane carrier.

Mr. HICKS. So that, from the mechanical standpoint, it would be practically impossible to make any conversion of that kind with an saving of money to the Government?

Admiral TAYLOR. And provide a carrier that would be at a satisfactory. That is true.

Mr. McCLINTIC. How far has the work progressed in the construction of the 10 battleships?

Admiral TAYLOR. They will range from 93 per cent to 3 per cent on the ways. For the vessel 3 per cent on the ways there are expenditures and obligations amounting to about \$15,000,000, including armament, machinery, and other material contracted for.

Mr. HICKS. That is the *Massachusetts*?

Admiral TAYLOR. Yes, sir.

Mr. HICKS. You could not adjust that without terrific loss to the Government?

Admiral TAYLOR. I think my estimate on the battle cruiser would apply to the battleship. The net loss would probably be \$15,000,000.

Mr. HICKS. And after making the conversion, at that loss, we would have a makeshift?

Admiral TAYLOR. Yes, sir; it would be worse than the converted cruiser. I have not looked closely into that, because we have not given that question serious consideration. I do not think that anyone would undertake to convert a battleship into a plane carrier.

Mr. HICKS. There would be practically nothing in the battleship that you could use for the carrier. The engine would not be sufficient.

Admiral TAYLOR. You might probably use the engines if they were sufficient in speed.

Mr. HICKS. With a speed of 21 or 23 knots they would not have enough power?

Admiral TAYLOR. No one would think of using carriers of 21 knots and. The only possibility would be to convert the larger vessels.

Mr. HICKS. In your judgment, it is not advisable to attempt the conversion of a battleship into a plane carrier?

Admiral TAYLOR. Decidedly not.

Mr. STEPHENS. I would like to ask a question in regard to the battleships and cruisers that are about 3 per cent completed. I would like to know whether there will be very much loss in material or money if the building of those vessels should be stopped for a year or two?

Mr. HICKS. That is, to slow them down? This was my other question for the Admiral, but go ahead Mr. Stephens.

Mr. STEPHENS. Yes, to slow them down, or actually stop building cruisers and battleships for one, two, or three years. By doing so, the money that would be appropriated for that purpose, could be used for building two plane carriers. In that way we could avoid increasing our yearly appropriation, and it would simply be a lengthening of the time by two or three years for the completion of the carriers and battleships and substituting the carriers in their place. That way the appropriation would not be any more than under the present plan of going through with the building of the cruisers and battleships. That would allow us to substitute two carriers for battleships and cruisers and use the appropriation that would otherwise go into the battleships and cruisers. Would that be feasible?

Admiral TAYLOR. No, sir. The situation is this, as regards those battleships, for instance: As you gentlemen may have noticed, our estimates were cut in half. The estimate provided for carrying on the program at the normal rate, and the result is that next year, if the estimates cut in half, we must carry on our program at half the normal rate. To Admiral Griffin and myself that will be a serious situation. The only common sense way to do that would be almost stop the work on those last large ships. With regard to the rest of the program, give them, perhaps, 50 or 60 per cent of their normal progress, or we would do that if we could control the situation. As regards the big ships, we must slow them down to almost nothing, but we can not stop them entirely, because the contracts have been made, material is being delivered, and if you refuse to accept it, we will be in the position of not paying our bills. It will be a difficult problem for us, because heretofore the trouble has been to get ships built. We will have a great deal of trouble with contractors when we require them to slow down the work 50 per cent, because there is very little work on the shipyards now and there will be practically none next year except in the navy yards. Every contractor will want the other fellow's work slowed down and his work not interfered with.

Mr. HICKS. Considering the slowing down already contemplated, will those ships be slowed down any more without loss?

Admiral TAYLOR. We can not stop them absolutely, because we have the material under contract and it will be delivered next year.

Mr. HICKS. You can slow them down in the Government yards without incurring any liability?

Admiral TAYLOR. Yes, sir; we will have to slow them down more than 50 per cent. We will have to slow down to a general average of 25 per cent, and that means that some vessels must be slowed down



more the 50 per cent. You can not get an average of 50 per cent there without having some above 50 per cent and some below.

Mr. HICKS. As I understand it, you do not regard it as advisable to slow the battle cruisers down as a matter of policy, but in regard to the battleships, you think that it is necessary to slow them down, but not beyond the point where you would incur any loss—

Admiral TAYLOR (interposing). They must be slowed down.

Mr. VINSON. Why is that?

Admiral TAYLOR. It is due to the fact that we have not enough money, and we can do only approximately 50 per cent of what we normally would do.

Mr. VINSON. In the long run, that will serve to increase the cost!

Admiral TAYLOR. It is objectionable from that point of view. Of course, we are in a falling market, and in a falling market there will be less loss than otherwise.

Mr. McCLINTIC. Does any one firm have contracts for more than one ship?

Admiral TAYLOR. Yes, sir.

Mr. McCLINTIC. If that is true, would it be possible to make a satisfactory agreement with such a firm to change the plan so that one of those airplane carriers could be constructed by using much of the same material that would be furnished for the other ships? Could not that be done in a case where only 3 per cent represents the amount of construction done at the present time?

Admiral TAYLOR. So far as the battleships are concerned, you could not make a satisfactory change. With regard to the battle cruisers, it would be a better job mechanically, because you would have a use for some of the machinery, and you would have the speed desired. There would be a good deal of loss involved, however. We could change the contract, because we have the right to change the contract in any respect.

Mr. McCLINTIC. An agreement might be made by which the loss could be cut down or eliminated in the construction of those ships that are only 3 per cent completed.

Admiral TAYLOR. The contractor who builds the ship does not supply the armor, and the armor would not be of any use for any other purpose. It would have to be thrown away.

Mr. SWING. When you say that a vessel is 3 per cent on the ways, do you mean that in addition there is a lot of material already ordered?

Admiral TAYLOR. Yes, sir; with thousands of tons in the yard the machinery is being worked on, and the guns and armament are being worked on.

Mr. HICKS. To sum up your testimony, Admiral, you do not look with favor upon the slowing-up of the battleships and cruisers under construction, or the conversion of any of those vessels provided for in the 1916 program into aircraft carriers?

Admiral TAYLOR. Not as regards the conversion of ships already authorized and under construction. I do not look with favor upon the proposition of slowing down the construction, but that is settled and we will have to slow down.

Mr. HICKS. You say that they will have to be slowed down now because of the lack of funds, but you do not think that you can



m down any more than you will be compelled to do without  
al loss to the Government?

ral TAYLOR. Not with regard to those ships. The sensible  
slow up is to do as much as we can on these battle cruisers,  
up most on the big battleships which are not so far advanced.

BRITTEN. Have you made any estimate of what it will cost  
ernment to slow down on the building program?

ral TAYLOR. No, sir; and it is impossible to make any really  
estimate of that.

BRITTEN. Of course the slowing down of construction for a  
ough the failure of appropriations will cost the Government  
of dollars directly and indirectly.

ral TAYLOR. It will cost a great deal of money, because we  
cheapest shipbuilding done by pressing the construction from  
nning.

BRITTEN. The cheapest way to build anything is to build

ral TAYLOR. Yes, sir.

BRITTEN. There is no sense in attempting to build a garage,  
ilding, hospital building, or anything else in any other way.  
he building is half completed, and you have half a million  
ion dollars invested in it, and you stop the construction work,  
erhead expense goes on, your money is invested, and you are  
no return from it. I am wondering if the department has  
estimate of what the actual loss will be because of this slow-  
process. Many people hearing all this talk think that the  
nent is bankrupt, and that we have contracted for certain  
nd can not go ahead with the contracts because we have no

Of course, that is utterly absurd. The Government is not  
t, and those ships have been contracted for in just the same  
t buildings are contracted for, and they should be completed.  
nate is that it will cost millions of dollars to slow up on this

INSON. Who is forcing them to slow up?

BRITTEN. Congress.

'CONNOR. I want to ask you whether the Japanese carriers  
g constructed in Japan or in England?

ral TAYLOR. In Japan.

'CONNOR. Has Japan at any time built any war vessels in  
t?

ral TAYLOR. Yes, sir; some years ago she built a number of  
n England.

'CONNOR. Recently?

ral TAYLOR. Not recently; certainly not since the beginning  
ar.

'CONNOR. Something was said in reference to the necessity  
t speed on the part of these carriers. As I understand it,  
they have as low speed as 7 knots per hour.

ral TAYLOR. Not 7 knots. The slowest one is the *Ark Royal*  
as 11 knots. That was the first one they had. It was  
up and put into service in a great hurry.

Mr. O'CONNOR. She would be in a bad way if she carried a number of airplanes and came in contact with an enemy fleet?

Admiral TAYLOR. I think the *Ark Royal* has been abandoned as a carrier.

#### ABANDONMENT OF PART OF 1916 BUILDING PROGRAM.

Mr. VINSON. It has been suggested by Mr. Britten that we might abandon the construction of 12 or 15 destroyers and 6 fleet submarines authorized in the 1916 building program; if that policy should be carried out, how much would be saved?

Admiral TAYLOR. About \$52,000,000.

Mr. VINSON. Do you look with favor upon the abandonment of that portion of the 1916 building program?

Admiral TAYLOR. With regard to the destroyers, I think there has been no question as to the desirability of abandoning them. In 1916 provision was made for 50 destroyers, and since then the department, from appropriations made during the war, has built 270, all told. Of the 50 in the 3-year program the last 15 were directed to be proceeded with in 1918. The department placed an order for but three of those. They have never placed an order for this last 12, and, as I understand, there is no one in the department who thinks it desirable to build these destroyers.

Mr. VINSON. How much do they cost?

Admiral TAYLOR. About \$2,000,000 each. As regard the fleet submarines and the transport, the situation is different. There are many people in the department who think it very desirable that we should have those fleet submarines ultimately, and the transport is very much needed at the present time.

Mr. VINSON. Then the portion of the program represented by the destroyers could be abandoned?

Admiral TAYLOR. I think there is no question there.

Mr. VINSON. The same thing is true with regard to the fleet submarines?

Admiral TAYLOR. Yes, sir; they could.

Mr. DRANE. That would represent a saving of \$24,000,000?

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. What is the approximate cost of a fleet submarine?

Admiral TAYLOR. The bids average around \$4,000,000.

Mr. BRITTEN. I am in favor of abandoning them. I know that the department has made no headway with the submarines at all. We are behind England and Germany in the construction of submarines, and our submarines are a farce to-day. The quicker we determine not to build any more submarines until we can build them as well as Germany the better off we will be.

Admiral TAYLOR. We are building three fleet submarines, and I think when they are completed you will find that they are all right.

Mr. BRITTEN. If so, they will have to be better than any you have at the present time. We had Admiral Coontz before the committee in the last Congress, and he said then that these 6 fleet submarines, 12 destroyers, and the transport might reasonably be abandoned and that money put into plane carriers. That would amount to about \$52,000,000, and that was his positive statement and recommendation to the committee.

VINSON. Admiral Taylor has testified that you could abandon torpedo-boat destroyers and save \$24,000,000.

BRITTEN. We have practically already abandoned them.

VINSON. But not by act of Congress.

HICKS. Admiral, let me ask you this about the proposed air-carriers. Of course, we realize that you have not been authorized to do much in the way of making drawings, but from conversations with you and from going through your office, I know that you have done some work, anticipating, perhaps, that Congress would authorize the construction of airplane carriers. We realize, of course, that these carriers are more or less of a secret nature, and that there are certain features in regard to those carriers that from considerations of public policy should not be mentioned in a public hearing. Therefore, when you give your testimony, I hope you will keep in mind that this is a public meeting and that you will not discuss anything in regard to the construction of those ships that you would be detrimental to the Navy if known outside. We are glad to have you make any statement in regard to the air-carriers that you feel at liberty to make.

Admiral TAYLOR. We are in the early stages of the design. Many characteristics of these ships are fixed by the General Board, which fixes the military characteristics of all ships. Their characteristics require high speed, ample plane-carrying capacity, and thinness, the result being that a plane-carrier will be a vessel approximating in a general way the dimensions of a battle cruiser, but not quite so large. She will probably make approximately the same speed. I have here a picture showing the preliminary design, which will give you some idea of what the carrier will look like. Thereupon, at 12 o'clock noon, the committee adjourned until tomorrow, Wednesday, May 11, 1921, at 10.30 o'clock, a. m.]

### Wednesday, May 11, 1921.

The committee met this day at 10.30 o'clock a. m., pursuant to adjournment, Hon. Thomas S. Butler (chairman) presiding.

Statement of Lieut. Commander GODFREY DE C. CHEVALIER.

HICKS. Commander Chevalier, we are glad to have you come before us this morning so that we may ask you some questions with reference to your experience on board British airplane carriers, if you can give us in detail it to us. We understand that you have been on board of those carriers, the *Argus* and the *Furious*. Will you tell us during your time on board each one of those British ships, what your experience was, and what was your observation as to their efficiency in performing the service they were built for? We will be glad to hear you discuss the matter fully.

Lieut. Commander CHEVALIER. Shortly before the armistice, I was ordered to the Grand Fleet, and permission was obtained for me to spend two weeks on board the *Furious*.

During that time I went aboard the *Argus* many times to watch bombing experiments. At that time the *Furious* was planning for a expedition, and they were preparing a squadron of bombing planes

with the maximum load of gasoline and bombs with which they were to make a raid on some Germany city. I never found out definitely which city it was. The *Argus* at that time had been recently commissioned and had joined the Grand Fleet. Her chief function was to carry the torpedo planes. The British seemed to have a great deal of confidence in the possibilities of torpedo planes, and she was carrying 16 fully assembled and a few planes of a smaller type. She was all set, in case the German fleet should come out, to follow along with the Grand Fleet and make an attack with 16 planes simultaneously. Each pilot had been specially trained, they had their ships selected, and it was arranged that each of the four division leaders of the German fleet were to be attacked by four torpedoes planes. They were also carrying on experiments in landing aboard the *Argus*. The ship would maneuver about and the pilots would fly from the airdrome and land on her deck.

Mr. HICKS. Just why was that program not carried out of attacking the German fleet?

Lieut. Commander CHEVALIER. The German fleet did not come out.

Mr. HICKS. It was to be done only in case the German fleet came out, and it was not proposed to attack them in the harbor?

Lieut. Commander CHEVALIER. They did not plan to attack the German fleet in its harbor with planes from the *Argus*.

Mr. O'CONNOR. They did come out and fight the Battle of Jutland, did they not?

Lieut. Commander CHEVALIER. That was before the *Furious* and *Argus* were in commission.

Mr. O'CONNOR. This was after the Battle of Jutland?

Lieut. Commander CHEVALIER. Yes, sir. The *Furious*, however, was going to make a raid whether the fleet came out or not, but the armistice came on. They would have made the raid about two weeks after the date of the armistice. In fact, they were just about ready when the armistice was signed, and they were much put out about it.

Mr. DRANE. Were they going after the German fleet or a German city?

Lieut. Commander CHEVALIER. It was a city.

Mr. McCLINTIC. You made the statement that they would attack four ships in the belief that they could sink them?

Lieut. Commander CHEVALIER. They had the problem all worked out. They knew the probable formation in which the German fleet would come out, and each pilot had been trained as to the exact ship that he was to attack. They were to pick out the four division flagships of the German fleet and attack them simultaneously.

Mr. McCLINTIC. Those were the largest ships in the fleet. Did they figure that they would sink them by means of bombs?

Lieut. Commander CHEVALIER. By torpedoes. They figured that they would surely put them out of formation with four torpedoes.

Mr. SWING. There were four planes to each ship?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. SWING. Were they to be attacked successively?

Lieut. Commander CHEVALIER. No, sir; simultaneously.

Mr. SWING. The four planes were to attack each ship simultaneously?

Lieut. Commander CHEVALIER. Yes, sir; they were to launch the 16 planes as rapidly as possible, and work in groups of four.

Mr. McCLINTIC. Do you care to express an opinion as to whether not they would have met with success?

Lieut. Commander CHEVALIER. I think they would have.

Mr. HICKS. Tell us, please, your experience in regard to the landing of planes on these ships and the projection of planes from them.

Lieut. Commander CHEVALIER. Before I joined the Grand Fleet, they had carried out numerous experiments in landing on the *Furious*, but they had to give it up due to the interference of the mast, stack, and bridge structure, which made the air so rough on the landing deck that they could not do it successfully. They crashed some planes and some fell overboard. Then the *Argus* came along with her flush deck, and they found that very successful. They landed on board the *Argus* quite readily. They definitely abandoned landing on the *Furious* due to the interference of her stack and mast.

Mr. HICKS. Was the *Argus* the only one of the British plane-carrying ships that had a flush deck?

Lieut. Commander CHEVALIER. They have a more recent one, the *Eagle*, which has a flush deck, with the mast and stacks set off to one side. That leaves almost the entire width of the deck for landing.

Mr. HICKS. So that the experience you have gained and your observations there indicated that they must have an especially constructed ship with a flush deck in order to make it a successful air-plane carrier?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. Let us take up the matter of flying off from those ships: What has been your experience or observation as to their ability to fly off the ship in different kinds of weather?

Lieut. Commander CHEVALIER. It is very easy to get off. There is no difficulty about that at all.

Mr. HICKS. How about severe weather?

Lieut. Commander CHEVALIER. That will not prevent them from getting off.

Mr. HICKS. The heaviest sea would not prevent you from flying from the ship?

Lieut. Commander CHEVALIER. Not unless you have green seas or heavy spray over the flying deck. That would mean a very bad storm, and in that case you would not be flying anyway.

Mr. HICKS. So that the question of the projection of the plane from the ship is not one about which there is any doubt at all?

Lieut. Commander CHEVALIER. None, sir.

Mr. HICKS. It can be done in all kinds of weather?

Lieut. Commander CHEVALIER. Except in the very worst weather, when the fleets would hardly be engaged.

Mr. HICKS. Have you been out in those British ships in very rough weather?

Lieut. Commander CHEVALIER. I was not out in any bad weather.

Mr. HICKS. In other words, they did not go to sea in bad weather while you were with the ships?

Lieut. Commander CHEVALIER. No, sir; they were carrying out experiments, and the experiments had not reached the stage where they were quite ready to go to sea under bad-weather conditions. They were elementary experiments, and they did not wish to go out in extremely bad weather.

Mr. HICKS. Do you know whether or not they have gone out in extremely bad weather and attempted to land their planes in a gale?

Lieut. Commander CHEVALIER. I do not know.

Mr. HICKS. What would be your estimate of the limitations imposed by bad weather?

Lieut. Commander CHEVALIER. I think it is perfectly practicable to fly off and on except in very bad weather. I think we can develop an arresting gear which will enable the pilot to come safely back aboard ship except under the very worst weather conditions.

Mr. HICKS. You think that any conditions under which the ships would be engaged in action would be conditions favorable enough to warrant the use of airplane carriers?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. In other words, if it were too rough to fight, it would be too rough to use the carrier?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. KLINE. Is there any such condition of weather as that?

Mr. HICKS. I imagine that the sea could be so rough that neither fleet could operate or maneuver very well. Would not that be true—that is, that there would be certain conditions under which no fleet would be able to maneuver?

Capt. MOFFETT. I doubt if the weather would ever get so bad that if we had an enemy in sight we would not go after him and fight.

Mr. HICKS. Is it conceivable that weather conditions might be such that the enemy would not come out and fight?

Capt. MOFFETT. I think if you had the opportunity you would fight in any weather with the big ships that we have now.

Mr. HICKS. How about that, Admiral Taylor?

Admiral TAYLOR. I will leave that to Capt. Moffett.

Mr. O'CONNOR. Was any great naval engagement ever fought during a bad storm?

Mr. HICKS. I suppose that is a rather difficult question.

Mr. BRITTEN. Of course, if we could not use our airplane carriers on account of weather conditions, the enemy could not use his either.

Lieut. Commander CHEVALIER. No, sir.

Mr. HICKS. Tell us something about the landing devices you have seen in operation on the British ships.

Lieut. Commander CHEVALIER. Since the armistice, we have had no information in regard to them. At that time they were using a system of wires stretched fore and aft on deck over ramps, the wires being about 9 inches above the deck and about 6 inches apart. The airplanes were land planes with wheels, and they had hooks on their axles. They would land as far aft as possible, and roll down the deck. They would roll over the after ramp and drop into this nest of wires. That would hold them on deck and keep them running fore and aft, also preventing them from swerving and going over the side.

Mr. HICKS. Were they retarded by friction, or did they have transverse cables?

Lieut. Commander CHEVALIER. At that time they had no transverse wires. They simply used fore and aft wires, and depended upon the resultant wind due to the speed of the ship and the velocity of the true wind to bring the plane to rest. When the plane got to the



forward end of the wires, it rolled up on the other ramp, and if it got that far it was pinched there by the wires which were engaged in the hooks.

Mr. HICKS. Just about how far from the stern of the ship do these wires commence, or how much landing space is provided before the machine engages the trap?

Lieut. Commander CHEVALIER. There was at least 150 feet of deck abaft the after ramp.

Mr. HICKS. What was the distance occupied by the braking device?

Lieut. Commander CHEVALIER. The arresting gear was about 140 feet long.

Mr. HICKS. So that about 300 feet from the stern of the ship to the forward end of your retarding gear would represent the maximum space available for the landing field?

Lieut. Commander CHEVALIER. That is what they used. That is not sufficient nowadays, because we are going into larger and heavier types of planes, and we will probably want more space.

Mr. HICKS. What do you think would be about the right distance here?

Lieut. Commander CHEVALIER. I think that we will be able to bring a 7,000-pound plane to rest in 200 feet. We will have to have space astern to land on. Then we will engage with the arresting gear, and that will be effective through a run of 200 feet. We will be able to develop an arresting gear which will be capable of bringing a 7,000-pound machine to rest in 200 feet.

Mr. HICKS. That ship would have about 400 feet of landing space?

Lieut. Commander CHEVALIER. About that.

Mr. HICKS. So that if you had no obstruction for 400 feet forward you would be all right. Any deck obstruction ahead of that would not interfere with the landing at all?

Lieut. Commander CHEVALIER. It would if it disturbed the air.

Mr. HICKS. I mean so far as the surface is concerned and not the air currents. I am referring to the level clear space on the ship.

Lieut. Commander CHEVALIER. Four hundred feet would be sufficient space in which to land, but you would not want any obstruction forward of that, because possibly you might miss the arresting gear. Then you would want to carry on, and would not want the bridge, masts, or mast ahead of you.

Mr. HICKS. The space right forward would be used for a resting place for the planes preparatory to flight?

Lieut. Commander CHEVALIER. That is where they would assemble the planes before flying off.

Mr. HICKS. You must have space there for a number of planes?

Lieut. Commander CHEVALIER. Yes, sir. At the time of the armistice they were not landing a number of planes one after the other, but I understand that since then they have been able to land while other planes were on deck. In other words, they have developed the arresting gear to such an extent that they feel sure of it.

Mr. HICKS. So far as your observation went, they were not landing planes at the same time they were flying planes from the ship?

Lieut. Commander CHEVALIER. At that time they were not, but it is perfectly practicable to do so. In other words, you can operate both ends of the ship. You can land and fly from it simultaneously, if the ship is large enough.

Mr. HICKS. A ship 850 feet long would give 400 feet aft for a landing field, and you would have 400 feet forward for a flying field, and in between, or midships, you would have space for the storage of planes. That is the idea in the design of this carrier, is it not, Admiral?

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. How much would the smokestack disturb the air if it is almost in the center of the ship and slightly forward of the center? How much would that disturb the air?

Lieut. Commander CHEVALIER. If it were directly forward of the arresting gear it would disturb it sufficiently to make it very difficult for the pilot to make his landing accurately, and he must make it accurately in order to engage with the arresting gear. He would get into swirls and eddies which would decidedly disturb the plane. Another thing is, that unless the resultant wind coming down the deck is strong you must fly your plane at a low speed. In that condition you would not have as good control as you would have at high speed. The slightest eddies are apt to throw you out of your level under such conditions.

Mr. BRITTEN. Suppose the smokestack was slightly on one side, would not that create quite an eddy that would disturb the atmosphere in the center of the boat, or over the landing field?

Lieut. Commander CHEVALIER. If the stack is well outboard toward the side of the ship and the resultant wind is down the fore and aft center line of the ship there would be disturbed air only in the wake of the stack. The air over the larger part of the deck would be undisturbed and quite suitable to land in.

Mr. BRITTEN. Have you seen the proposed plan or prospective plan of this new ship or plane carrier?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. BRITTEN. You have observed, of course, the stack is slightly on one side?

Lieut. Commander CHEVALIER. It is well over on one side, as far over as possible.

Mr. BRITTEN. But it is on one side?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. BRITTEN. Would that stack have any material effect upon your landing?

Lieut. Commander CHEVALIER. It is better to have a flush deck ship, but when you consider what structural problems they have to meet in making a flush deck ship, it seems almost as though the "island," as we call it, is unavoidable. With that arrangement, there would still be more than three-fourths of the width of the flying deck available as landing space.

Mr. BRITTEN. It means leaving three-fourths of the flying deck, but it would affect the center line of your ship very materially, would it not?

Lieut. Commander CHEVALIER. Do you mean the air along the center line?

Mr. BRITTEN. Yes.

Lieut. Commander CHEVALIER. No, sir.

Mr. BRITTEN. You said a moment ago that it would.

Lieut. Commander CHEVALIER. I said that it would affect the air over the deck of the ship, but if your wind is dead ahead, the only



if you would get eddies would be directly abaft those obstructions.

Mr. BRITTEN. But suppose your wind is not dead ahead, and is not on either side, with the eddy in the atmosphere right over the landing place?

Lieut. Commander CHEVALIER. That, of course, would be detrimental.

Mr. HICKS. You would bring the ship about into the wind. You could bring that wind on either side of the bow by maneuvering the ship, or if the wind were on either side of the bow, by maneuvering the ship, you could bring the wind right straight down the deck.

Mr. BRITTEN. Then, every time a plane is about to land, you would have to maneuver the ship?

Mr. HICKS. By maneuvering the ship, you could keep the wind sweeping across the landing field, and thus eliminate to a large extent the smoke and gas.

Mr. BRITTEN. Suppose you were going in the opposite direction, what would you do?

Lieut. Commander CHEVALIER. It will be necessary for the carrier to maneuver in order to get the planes on board.

Mr. BRITTEN. If it were necessary for the carrier to head into the wind, the enemy might be coming from that direction.

Lieut. Commander CHEVALIER. Possibly. However, we will be able to head with the wind under certain conditions. Provided the wind is not too strong, we would still get the resultant wind down the deck.

Mr. BRITTEN. You understand that I am completely in accord with your desire to have plane carriers, but I am not impressed with the arrangement of having the stack and other apparatus on deck in this way.

Lieut. Commander CHEVALIER. That is a disadvantage, but when you build a big ship, you must consider the problems that are involved in order to make it a flush deck ship. The advantage of having a perfectly flush deck ship is great, but it looks as though we would have to make a sacrifice and accept the "island" if we are to have a ship of the size and power we require.

Mr. HICKS. As a matter of fact, you would have to have your ship heading into the wind for landing purposes on account of the speed, would you not? You could not land on airplane carriers that were going with the wind, with a speed so great—

Lieut. Commander CHEVALIER (interposing). Yes, sir. Suppose we have a 20-knot wind and a 30-knot ship, if you are steaming with the wind, you would still have a resultant wind of 10 knots down the deck from forward aft. Also, in case the velocity of the wind is greater than the speed of the ship we should be able to land over the bow.

Mr. HICKS. Is it not an ideal condition in landing to have the speed of the plane as nearly as possible the speed of the ship?

Lieut. Commander CHEVALIER. That would be the ideal condition.

Mr. HICKS. If you are going with the wind, you would have the advantage of that.

Lieut. Commander CHEVALIER. Not necessarily, sir. It is a question of the relative speed of the plane over the deck. The greater efficiency of the arresting gear the greater may be the speed of

the plane relative to the deck in order to effect a safe landing. If we have the proper arresting gear, we will be able to get aboard even with the ship steaming with the wind, provided the wind is not too strong.

Mr. HICKS. No matter which way the wind is blowing or which way the ship is headed, you could have an arresting device on the ship that would take care of the landing?

Lieut. Commander CHEVALIER. Within limits. A resultant wind diagonally across the deck will present difficulties. I believe that after developing and perfecting our arresting gear we will be able to take planes aboard safely at a speed of 60 miles an hour with a resultant wind fore and aft; that is, with a plane making 60 miles per hour relative to the deck of the ship.

Mr. HICKS. To carry out Mr. Britten's thought for a minute, did any of the British ships that you were on have flush decks without any obstructions at all, except the *Argus*?

Lieut. Commander CHEVALIER. The *Argus* has a perfectly flush deck.

Mr. HICKS. How did they take care of the smoke?

Lieut. Commander CHEVALIER. Her funnels lean aft under the flying deck and come out close to the stern. When she is underway her gases are exhausted through a trough which extends across the stern. That is the case when there is no flying aboard, but when the planes are flying aboard she forces her gases out by blowers through funnels that come out at the quarters under the flying deck.

Mr. HICKS. That is somewhat like the Langley design that we have.

Lieut. Commander CHEVALIER. Except that the *Argus's* funnels and uptakes lead aft.

Mr. HICKS. What would be your plan with reference to landing on a ship where the smoke is coming out right aft so that you would have to go through those gases and smoke to make your landing? Would not that obstruct the vision of the pilot and make the question of landing rather uncertain?

Lieut. Commander CHEVALIER. If she were an oil burner they could render her smokeless. The effect of the gases would disturb the plane when some distance astern, but you could steady the plane before touching the deck.

Mr. BRITTEN. Would that be as bad as it would be to have the smoke coming right out of the center of the ship? If it comes out astern, or quarter aft, it would not affect the vision nearly as much as it would if it came out of stacks in the center, it seems to me.

Lieut. Commander CHEVALIER. With the "island," the gas will come out of the stack high above the flying deck, leaving an area of undisturbed and smooth air between the gas cloud and the deck.

Mr. HICKS. You would go underneath?

Lieut. Commander CHEVALIER. Yes, sir; you would be under the gas.

Mr. BRITTEN. With the smoke coming from a center stack, you would have to go through it.

Mr. McCLINTIC. This plan of the proposed airplane carrier provides for a smokestack?

Mr. BRITTEN. The plans shown here yesterday showed a smokestack in the center.

McCLINTIC. Would it not be possible to arrange that it could be let down by a hinging device, just as the smokestacks on some boats are let down to go under bridges? It seems to me that that might be feasible.

Commander CHEVALIER. Even then you would not get rid of the gases. They would stream down the sides of the ship and over the edges of the deck.

BRITTEN. Admiral Griffin, have you exhausted all of your arguments in that direction, and do you find that the only way is to have the smokestack in the center of the ship?

Admiral GRIFFIN. I think that the problems involved in putting it in any other place are almost insuperable. We have here a very high draft of 180,000 horsepower in that ship, and the question of getting rid of the smoke and gases presents a very big problem.

BRITTEN. Have you considered the telescopic plan of a smokestack that has been suggested, with a view to using the smokestack under emergencies, and using an exhaust in the rear of the ship for making experiments and while maneuvering?

Admiral GRIFFIN. You can not have both without interfering very much with the construction of it.

HICKS. Admiral, of course the draft out of the stack of a 10,000 horsepower ship means an enormous volume of air.

Admiral GRIFFIN. You must supply 4,000,000 cubic feet of air

HICKS. That would make a terrific current for an airplane in passing through it, and, if that draft is down low enough, it will interfere seriously with the landing of planes.

Admiral GRIFFIN. We must take it up.

McCLINTIC. In case of emergency, if the smokestack were provided with a hinge arrangement, why could it not be lowered during the emergency period?

Admiral GRIFFIN. It would be almost as wide as this room.

HICKS. Just what tests or experiments have you made in connection with the smokestack and the currents of air that would be created by the exhaust? What actual tests have you made?

Admiral TAYLOR. We started out trying to get a vessel with a completely flush deck, but the mechanical difficulties in the way of doing so were almost insuperable, owing to the fact that there is such an enormous volume of air and gases to be taken care of. Another objection to the method that has been proposed is that there seems no question but that a ship must head almost directly into the wind, either with or down the wind, in landing. It was rather surprising to us by our experiments that the discharge of the smoke and gases from the side of the ship and amidship, which plan was originally contemplated, considering the enormous volume of hot air that would be discharged, would mean that the hot air and gases would back over the deck of the ship, because they would not be carried out far enough from the ship to prevent that.

In addition to working back, the smoke and gases spread out over the ship, and we know that the aviator in landing must be close to the stern of the ship, because, otherwise, he can not see. That would greatly interfere with the aviator, whereas, if we discharged that air from the top of a high stack, it would be

above him, and it would not be all on one side. It was the desire to have, if possible, a flush deck.

Mr. BRITTEN. That was the original desire?

Admiral TAYLOR. That was the original purpose, and it was preferable from some points of view, but we ran into other things that made us think there was something to be said on the other side.

Mr. HICKS. In landing, when you come in contact with the ship astern, you must be close to it, or within a few feet, before you attempt to land?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. Is not that a pretty delicate operation, and does not the pilot have to be very skillful to strike the target?

Lieut. Commander CHEVALIER. We have plenty of them who can do it. Of course, it does take a skilled pilot.

Mr. HICKS. You have no doubt that your pilots would be able to land in that narrow space and under the most unfavorable conditions?

Lieut. Commander CHEVALIER. None whatever, except under the most unfavorable conditions. I think they could do it readily. Of course, all of that hinges upon the efficiency of the arresting gear. In connection with the island we have been discussing, while I was with the Grand Fleet, they erected a temporary island on the *Argus* of canvas and framework, and after experimenting with that temporary structure on the *Argus* they put an island on the *Eagle*. In other words, the experiments that they carried out on the *Argus* satisfied them that it was perfectly feasible, and they can land safely on the decks of the *Eagle*. The *Eagle* came out with an island, and that was the first ship to have it.

Mr. HICKS. Does that ship have a smokestack and mast over to one side?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. That has worked satisfactorily in the case of the British ships?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. So far as you know, they do not intend to abandon that type of construction?

Lieut. Commander CHEVALIER. So far as I know, they do not.

Mr. HICKS. Did you ever see a pilot fly to the deck of the *Argus*?

Lieut. Commander CHEVALIER. I was not aboard at that time, but I saw them do it.

Mr. HICKS. You saw them do it, although you were not aboard?

Lieut. Commander CHEVALIER. Yes, sir; they did not want us to know what they were about. I saw them landing aboard from a distance.

Mr. HICKS. You think they were successful?

Lieut. Commander CHEVALIER. Evidently, sir, as they brought out the *Eagle* on that line.

Mr. BRITTEN. The *Eagle* was a converted cruiser?

Lieut. Commander CHEVALIER. Yes, sir.

Mr. HICKS. In your judgment, any ordinary battleship would have so much superstructure in the center that it would be impracticable to have a landing field abaft the island?

Lieut. Commander CHEVALIER. Until we develop some extraordinary efficiency in arresting gears, it will be difficult.

fr. HICKS. Suppose you have a rolling sea—I do not know that a h makes so much difference, but, as I understand it, a rolling makes it difficult to land.

lieut. Commander CHEVALIER. A pitch will probably make it more cult.

fr. HICKS. The pilot would naturally try to gauge his landing with ard to the particular angle of the pitch or roll of the ship, or would take his chances on that?"

lieut. Commander CHEVALIER. He would follow the roll of the ship a his plane. There again the efficiency of your arresting gear will ce it possible to get aboard under such conditions. In other ds, with an efficient arresting gear a pilot can come in at a good ng speed. It would not be his maximum speed, but it would be a speed which will give him perfect control of his plane. He can n come in and follow the roll or the pitch of the vessel. Having fect control of the machine, he can land very readily. The esting gear must be efficient enough to take the planes aboard at se high speeds.

fr. HICKS. At how high a speed—50 miles per hour?

lieut. Commander CHEVALIER. Sixty miles per hour. We should able to do it at 60 miles per hour.

fr. HICKS. Suppose a pilot should come aboard and land, and pose the ship, on account of the roll should be at a different angle n that figured on by the aviator, and the plane should strike with wheel on deck, would not that crush his machine?

lieut. Commander CHEVALIER. If he hit hard enough it would. ere is one thing that will happen, and that is as the ship rolls it l spill air off the deck and it may disturb the air over the deck, the aviator having perfect control of his plane and going at flying ed, will find it practicable to get aboard the ship and to put his ne down on the arresting gear.

fr. HICKS. Capt. Moffett, just how much experimentation work e we done in connection with the landing of planes on a moving tform?

apt. MOFFETT. I do not think we have done practically any.

fr. HICKS. You have never made any experiments with a floating tform in that respect?

apt. MOFFETT. The only experiments that have been made, so as I know, were those carried out on the *North Carolina* and *mingham* some years ago.

fr. HICKS. They were very meager and not of much value.

fr. BRITTEN. They flew from a catapult on those ships.

apt. MOFFETT. Yes, sir; they flew from catapults.

fr. HICKS. Would it be wise or practicable to construct some sort loating platform with which to make experiments of this kind?

apt. MOFFETT. We expected to have the *Langley* the 1st of uary, and we will get her this summer.

fr. HICKS. Even before you get the *Langley*, it seems to me you ht to have some sort of structure that will float and take on the vements of the sea or at least a platform on hand and experi- it with the landing of airplanes on it. You might take the tform in tow behind some other vessel, or better still duplicate essel's deck on shore.

Capt. MOFFETT. We could do that, yes, sir; but we think from the information that we have from the British, it is a practicable thing, and we would not learn much more in regard to it. Those things are already being done.

Mr. O'CONNOR. Would a hydroplane be as effective for bombing purposes as a land plane?

Lieut. Commander CHEVALIER. It has less weight-carrying capacity.

Mr. O'CONNOR. I should think the advantages secured in the hydroplane being able to negotiate a resting place or landing place more safely would offset any disadvantages in its ability to perform exactly the same service that you say the airplane can perform.

Lieut. Commander CHEVALIER. I think we will be able to land seaplanes on these decks very readily.

Mr. SWING. You are referring to airplanes?

Lieut. Commander CHEVALIER. We have been speaking of land planes until the present moment. We are developing a type of seaplane with wheels. It has a boat hull and wheels.

Mr. O'CONNOR. Would it be safer and more economical to use hydroplanes, if the hydroplanes could perform the same functions that the airplanes perform in the way of dropping bombs, etc.?

Lieut. Commander CHEVALIER. Yes, sir; if they could perform the same function they would be more economical.

Mr. O'CONNOR. Well, it has been in operation long enough to demonstrate its capacity.

Lieut. Commander CHEVALIER. I have never seen one that could compete with a land plane in fighting. We are trying to develop it, and if we do develop it, then we are that much ahead of the game. Unless the weather is very rough, a seaplane is able to land safely and float until it can be picked up. The land plane after such a landing is ordinarily a total loss.

Mr. McCLINTIC. How long will one of these planes remain on top of the water in case it should fall?

Lieut. Commander CHEVALIER. Do you mean a land plane?

Mr. McCLINTIC. I mean the planes now used on battleships.

Lieut. Commander CHEVALIER. They have a flotation gear supposed to keep them afloat for at least 24 hours.

Mr. McCLINTIC. They do not have pontoons.

Lieut. Commander CHEVALIER. No, sir.

Mr. McCLINTIC. You are trying to develop a plane with pontoons so that it can maneuver with its own power?

Lieut. Commander CHEVALIER. We are trying to develop seaplanes for all naval work but land planes have certain advantages. In case of war we can remove the pontoons and put a small flotation gear aboard so as to give the pilot a chance for his life. That flotation gear would be in the form of air bags inclosed in the structure.

**Statement of REAR ADMIRAL ROBERT S. GRIFFIN, Chief Bureau of Engineering.**

Mr. HICKS. Admiral Griffin, you are deeply concerned in the matter of engine construction, etc., and I suppose you have no doubt but what we could build a carrier with a speed of 35 knots per hour?

Admiral GRIFFIN. No, sir; I have no doubt of that.

**Mr. HICKS.** As a matter of fact, the cruisers that are now being constructed will have a speed of about the same as that contemplated for this airplane carrier?

**Admiral GRIFFIN.** Yes, sir; that depends altogether upon the pace allotted to the machinery.

**Mr. HICKS.** In reference to this matter of draft, etc., that we have been discussing with the commander, I presume you have come to the conclusion that the amidship method of expelling gases seems to be the most advantageous, all things considered?

**Admiral GRIFFIN.** Yes, sir.

**Mr. HICKS.** What actual tests have you made that would warrant you in coming to that conclusion?

**Admiral GRIFFIN.** The only test of that has been the test that Admiral Taylor referred to; but the big reason for the island construction is to get a simplified construction of the ship. To get rid of the enormous volume of gases that must be handled, it is almost impossible to discharge those gases aft without encumbering the ship with ducts that would detract very much from the value of the ship as a carrier.

**Mr. HICKS.** The point that I would like to ascertain is this: The method you propose of having the gases expelled amidship you think is advisable from the mechanical standpoint, but not so much so with regard to the aviator landing on the ship?

**Admiral GRIFFIN.** I do not know much about that, but I think that the aviator's chances of landing on the ship would be better with the island arrangement on account of the size of the ship, the great length of the ship, and the great distance that he has in which to make his landing on the deck.

**Mr. HICKS.** How high above the deck would the top of the smokestack be?

**Admiral GRIFFIN.** I do not know, but I should say about 40 or 50 feet, perhaps.

**Mr. HICKS.** In the case of the present battleships, with the gases coming out of the smokestack, you figure that they will affect the atmosphere for a certain area, and that they will become dissipated after a certain length of time in the air? Of course, the zone increases in size very materially after it comes out of the stack.

**Admiral GRIFFIN.** Yes, sir; the gases are dissipated very rapidly. I imagine that the aviator would come within the area of them some distance astern. That would not be a problem, because he would know it when he got in there, and it would be at a sufficient height so that he would pass through it quickly in his descent to the ship.

**Mr. HICKS.** I wonder how far off he would feel the effect of the gases?

**Admiral GRIFFIN.** I do not know.

**Mr. HICKS.** Five hundred or 1,000 feet?

**Admiral GRIFFIN.** I should think at 500 feet, if he came through it, he would know it.

**Mr. BRITTEN.** You are now talking about gases, but how about the air currents made by the stack itself? When you say that you prefer the construction idea of having the stack in the center and slightly forward, are you speaking from the engineer's standpoint or from the aviator's standpoint?

Admiral GRIFFIN. From the mechanical standpoint. I do not know anything about the operation of airplanes.

Mr. BRITTEN. It is perfectly obvious that it is better to have the stack in the center from the engineering standpoint than to attempt to emit the smoke aft. There is no question about that, but what about the aviator who is going to fly ahead in that gale and through that gale in landing?

Admiral GRIFFIN. I think he would be better off with a stack in the center, with that length of the ship, than he would be if it were discharged on farther aft.

Mr. BRITTEN. Does not your ship discharge aft?

Admiral GRIFFIN. Do you mean the *Langley*?

Mr. BRITTEN. Yes.

Admiral GRIFFIN. In the case of the *Langley* all the machinery is aft.

Mr. BRITTEN. Is not that the ideal condition to be brought about, rather than having the stack in the center and forward?

Admiral GRIFFIN. I do not know that it is. I think the aviator would have more difficulty with the gases if they were discharged aft than if they were discharged from amidship. That is true because the discharge of the gases would be so low.

Mr. HICKS. I do not suppose it would be feasible to have the engine on a big ship of this kind aft?

Admiral GRIFFIN. No, sir; you could not do it.

Mr. O'CONNOR. If they were to adopt the hydroplane, or if that were as effective in the matter of dropping bombs, etc., as the land plane, then we would not need to have any carrier at all, would we?

Admiral GRIFFIN. I think we would.

Mr. O'CONNOR. Why?

Admiral GRIFFIN. To carry the hydroplanes. You would have to carry the hydroplanes just as the airplanes.

Mr. O'CONNOR. Could you not carry them on battleships and cruisers?

Admiral GRIFFIN. Not any more readily or efficiently than the others.

Mr. O'CONNOR. I thought that the purpose of the carrier was to carry airplanes and enable them to get off and on, and I thought that the hydroplane could be much more easily launched in the water. Therefore, in the case of hydroplanes, the carrier would be unnecessary. If it be admitted that the hydroplane can perform the same service as effectively as the land plane, it occurs to me that experiments ought to be made in that direction before we proceed to incur the tremendous cost of building these carriers.

Mr. BRITTEN. The hydroplane, of course, has no vision at all, because it is down on the surface of the sea.

Mr. O'CONNOR. But you could put the hydroplane on the battleship, and you would have no difficulty in launching it from a battleship. It would run in the water, and you could have a crane to lift it back on the ship.

Mr. HICKS. The theory is all right, but in taking it out of the ocean, or from the surface of the water, you would be risking the lives of the men. If you have ever seen a lifeboat launched in a rough sea, you will realize the difficulty of it.



Mr. SWING. As I understand it, the object here is to augment the number of craft carried. They want to carry all the aircraft they can on the battleships and cruisers and, in addition to those, they want to carry as many as possible on these plane carriers.

Mr. BRITTEN. The idea is to take out all kind of planes, including pursuit, bombing planes, and combat planes.

Mr. O'CONNOR. The evidence here would tend to show that the carrier is to perform a function that the battleship and the cruiser can not perform.

Mr. BRITTEN. There is no question about that.

Mr. MCCLINTIC. It seems to me that if these hydroplanes could be used successfully for bombing purposes, or for the same purposes that the land planes are used for, a large battleship could carry a sufficient number for the purpose, and there would be no difficulty in launching them. There should certainly be no difficulty in taking them up.

Mr. HICKS. Of course, these would be additional.

Mr. MCCLINTIC. If we had one airplane carrier, with all those planes aboard, we would be in a bad way if she should be lost in action. On the other hand, if we had all of our battleships and cruisers equipped to carry four or five hydroplanes the situation would be different.

Mr. DRANE. What would our airplanes be doing while the enemy is putting the carrier out of commission?

Mr. MCCLINTIC. We can not know what kind of emergency we will run up against, and if we should rely only upon an airplane carrier and it should be sunk, we would be in a bad way.

Mr. HICKS. This is in addition to what you have in mind?

Mr. MCCLINTIC. I think we might make a further investigation before we authorize the building of one of these airplane carriers.

Mr. O'CONNOR. It would simply be an auxiliary or an addition to the Navy, and I would rather see further experiments demonstrating its efficacy before authorizing its construction.

#### Statement of REAR ADMIRAL DAVID W. TAYLOR—Continued.

Mr. HICKS. Admiral, we were discussing yesterday this matter of a new airplane carrier. You have heard the discussion we have had this morning with Admiral Griffin and Commander Chevalier. Do you feel that the ship you are designing will undoubtedly be a successful one for the purpose intended, and I am speaking now more particularly with reference to the location of the stacks, etc?

Admiral TAYLOR. I have no reason to believe otherwise. I believe that it will be successful. Your question as to the location of the stack, assumes a little different aspect when you consider that these vessels are nearly twice as long as some other carriers that have been in service and that have given satisfaction.

For instance, take the case of the *Jupiter*, or the *Langley*, to which Admiral Griffin referred, and the machinery is right aft, and it is a comparatively simple matter to discharge her gases off the stern. As Commander Chevalier told you, the British also do that in the case of the *Aygu*; that is, the gases are discharged at the stern and

the aviator keeps above them. Unless the gases rise pretty high the aviator does not come in contact with them at all, but he goes over them. In those cases it is possible to discharge the gases at the stern, but those are vessels of relatively small power. The *Jupiter* has 6,000 or 7,000 horsepower, for instance, and we are talking now of 180,000 horsepower. I can hardly believe that they would rise so fast that they would bother the aviator.

Mr. HICKS. Would not that increase with the speed of the ship, or proportionately would not the condition be more serious, taking into consideration the relative size of the decks, the relative speed of the ship, the relative amount of gas expelled, and the relative size of the landing space?

Admiral TAYLOR. Of course, no two conditions are exactly the same with regard to the wind or any other conditions, but I think there is no doubt that if they should discharge the gases from a 180,000-horsepower ship at the stern of the ship it would produce a proportionately greater disturbance of the air.

Mr. HICKS. And it would be more objectionable to the aviator than if you were discharging the gases from 7,000 horsepower.

Admiral TAYLOR. That would seem to be obvious.

Mr. HICKS. With a small ship going slowly you would not get away from the gases as quickly as you would in the case of a larger ship traveling 32 or 35 knots per hour.

Mr. BRITTEN. If you are steaming slowly, you will not emit as much gas.

Admiral TAYLOR. You will in proportion emit much more. You will absolutely emit much more than at any ordinary speed.

Mr. BRITTEN. But proportionately will you emit more?

Admiral TAYLOR. The question of proportions does not come in there very strongly, I think. That, of course, is a matter that is somewhat speculative. If the gases are discharged 80 or 90 feet above the deck and rise, I do not believe they will interfere very much with the aviator as he comes on the carrier astern. That stack we are speaking of is not the regular Navy stack. It is 115 feet long.

Mr. BRITTEN. How wide?

Admiral TAYLOR. At the water line it is 12 or 15 feet wide, and then the stack narrows. It rises about 100 feet above the water, and I should have said about 60 or 70 feet above the deck instead of 90 feet. It is too large a stack to undertake to hinge down. As regards interference in the air, a round stack of that area would create an enormously greater interference than the oval stack we have designed.

Mr. BRITTEN. Does it form a stream line?

Admiral TAYLOR. Yes, sir; it is a stream line. We are doing everything we can to prevent interference. Personally I think that stack will create as much, if not more, disturbance than the mast. We must have a mast for signaling purposes, and that will also create some disturbance, but that is to the side of the ship.

Mr. HICKS. I wish you would give us any information in regard to this ship that you think it advisable to communicate.

Admiral TAYLOR. What we are talking about is a tentative design. We are submitting this design for the further consideration of the Navy Department and the General Board, and the features we are talking about are not absolutely fixed.

**Mr. Hicks.** It will be about 860 feet in length?

**Admiral TAYLOR.** Approximately.

**Mr. Hicks.** And 100 feet beam?

**Admiral TAYLOR.** Yes, sir. We have two alternative designs. One has a deck of 800 feet and will have a maximum breadth of about 100 feet.

**Mr. Hicks.** What is the power?

**Admiral TAYLOR.** The power will be approximately that of a battle cruiser. We can put 100 airplanes in different forms aboard, but we could not carry 100 airplanes set up for flying. The idea would be to carry 100 airplanes in different conditions so it would be possible to set them up for flying.

**Mr. Hicks.** Do you think it would be wise to discuss the ballistic features of the ship?

**Admiral TAYLOR.** Those are matters that we do not make public until the ship is built.

**Mr. Hicks.** She will carry small guns?

**Admiral TAYLOR.** She will have a certain amount of guns.

**Mr. Britten.** What is the approximate cost of this proposed vessel?

**Admiral TAYLOR.** About \$25,000,000, exclusive of the armor and armament.

**Mr. Britten.** Could two be built relatively cheaper than one?

**Admiral TAYLOR.** There would not be much difference. There would be some slight saving.

**Mr. Britten.** How much would the armament cost?

**Admiral TAYLOR.** I am not sure, but probably three to four million dollars.

**Mr. Britten.** That would make the total cost in the neighborhood of twenty-eight or twenty-nine million dollars?

**Admiral TAYLOR.** In giving you the figures on the carriers, I estimated \$24,500,000. That estimate was made last November, and since then the cost of doing work has gone down but the size of the carrier has gone up. I think that the cost will be approximately \$25,000,000. It is difficult to estimate on the cost of the work, now, as you know, and I hate to attempt to estimate within 10 per cent of a job extending over three years.

**Mr. O'Connor.** Has England or Japan, or both of them, any carriers either constructed or in contemplation?

**Admiral TAYLOR.** They have carriers but they are not as effective, as large, or as valuable, as what is proposed here.

**Mr. Swing.** You have not told us much about the actual experiments, if any, that have been conducted by the Navy. Are there any experiments that the Navy believes would be of value in this connection, and that you have not made for the want of money?

**Admiral TAYLOR.** As regards these particular questions that have been raised here, such as flying off and on the deck of the vessel, we have not made those experiments, because we would have to build a ship to experiment with. The *Langley* will be available for that purpose.

**Mr. Swing.** Is the *Langley* the one that was called the *Jupiter*?

**Admiral TAYLOR.** She was called the *Jupiter*, but the name was changed in memory of Prof. Langley. The *Langley* will enable us to make experiments and develop the details.

Mr. SWING. Does she have a stack in the center?

Admiral TAYLOR. No, sir; in the case of the *Langley* the gases are discharged aft, but, of course, the *Langley* is only a little over half the length of this proposed vessel.

Mr. SWING. You could build on that an artificial island to test it out?

Admiral TAYLOR. Yes, sir; the *Langley* will be used to develop the details and develop experience.

Mr. KRAUS. How soon?

Admiral TAYLOR. Some time this summer. She should have been finished. The contract required it to be finished some months ago and contract has been let to get the work done.

Mr. SWING. If we authorized the construction of such a ship now and incorporated what we learn from the *Jupiter* the ship when completed would have all the wisdom derived from the use of the *Jupiter*.

Admiral TAYLOR. The result of our findings on the *Jupiter* would be incorporated in the ship as finished and we will not need that for a year or so. It will take three years to build that ship.

Mr. SWING. Even with the island you would not start in and adopt the design. if this was authorized, until after you got the *Jupiter*?

Admiral TAYLOR. As regards the island we would because the *Jupiter* experiment would give us some line on the island but the *Jupiter* is only 500 feet long and the island is so long as to be far astern from the *Jupiter*. We could not get the exact duplication.

Mr. HICKS. In this proposed ship does the catapult device become a part of the structure or is that something put on afterwards?

Admiral TAYLOR. That is virtually the same as a gun.

Mr. HICKS. So in the development of the catapult device you would not have to change the structure of the ship at all?

Admiral TAYLOR. No, sir.

#### ABANDONING PART OF 1916 BUILDING PROGRAM—SUBMARINES.

Mr. HICKS. I think Mr. Britten would like to ask a question in regard to the completion of the 1916 program.

Mr. BRITTEN. I want to ask a question about a bill or two now resting before the committee. When we have finished our 1916 program we will have 150 submarines in service?

Admiral TAYLOR. About that.

Mr. BRITTEN. How many of these will be fleet submarines, ignoring the six contracted for?

Admiral TAYLOR. Six. We have three fleet submarines completed and three under construction.

Mr. BRITTEN. When were the first three completed?

Admiral TAYLOR. The first one was commissioned in the early part of 1920; the second one has been recently commissioned; and the third one has been completed but not in commission yet.

Mr. BRITTEN. When was the third one authorized?

Admiral TAYLOR. In 1915, I believe. The *Schley* was originally authorized in 1914. Her contract was in March of 1915.

Mr. BRITTEN. It took about six years to build?

iral TAYLOR. The work of the *Schley* was not pressed during r. She did not take six years to build. She was commis- in less than six years from the date of the contract.

BRITTEN. From the date we authorized it, as I recall it, pretty six years time elapsed.

iral TAYLOR. Yes.

BRITTEN. What is her success on the sea?

iral TAYLOR. I think it is fairly successful. I have not heard complaint.

BRITTEN. Have you built a similar submarine that is suc- to-day?

iral TAYLOR. I think so. The *Schley* is smaller than the later . She is of the T design. If there is any serious trouble I have heard of it. We assume success unless we hear of

SWING. Was it about two years ago they made a test of sub- s coming from Havana or some point like that to Hampton in which about six of them flunked out on the way up?

iral TAYLOR. I think that was five or six years ago, so long ave almost forgotten.

SWING. None of the submarines you are referring to now that test?

iral TAYLOR. No; they were not fleet submarines. We have 00 submarines completed and in service, operated and stationed t the world. They have had perhaps an unusual amount of . They are as serviceable as those we had during the war.

HICKS. You feel that the submarines which we have, while we ad trouble with them, are not failures?

iral TAYLOR. Not at all.

BRITTEN. Are they a success?

iral TAYLOR. It depends on what you call success. They are ) per cent success; none of our ships are 100 per cent.

BRITTEN. Are we not having engine and shaft trouble with st submarines?

iral TAYLOR. We have had shaft trouble with a number of oats. Admiral Griffin can tell you more in detail of that. as a question of torsion and vibration and not knowing how it. It is being cured. The trouble is that the builders whom partment has held responsible are averse to spending an of money necessary to make a definite kind of engine design.

BRITTEN. There is a dispute between the department and the as to who was at fault. The department approved the plans.

iral TAYLOR. No, sir.

BRITTEN. When they took the ships out for trial test, the shaft

iral TAYLOR. The department accepted the builders' plans, contracts specifically provided that the department undertook onsibility under it; the builder was responsible.

BRITTEN. What is the situation to-day with the S boats? Are ing ahead with them?

iral TAYLOR. The situation to-day is that the builder has been rtain changes which Admiral Griffin knows will cure the . They think that they can cure the trouble by making a ensive change, but that will be determined at a very early date.

Mr. BRITTEN. How many months has this controversy been going on?

Admiral TAYLOR. A good many.

Mr. BRITTEN. So that the S boats are simply lying idle, not completed, because the contractor says it is your fault and you say it is his?

Admiral TAYLOR. The contractor does not say it is our fault.

Mr. BRITTEN. He has told me so.

Admiral TAYLOR. He has not told the Navy Department so.

Mr. BRITTEN. There is a controversy between the department and the contractor?

Admiral GRIFFIN. Not now.

Mr. BRITTEN. Has the contractor gone ahead with the change suggested by you?

Admiral GRIFFIN. Yes; he is going ahead with two or three series of changes in an effort to get by with less expense than is involved in making the change which we told him to make back in November or December.

Admiral TAYLOR. December.

Admiral GRIFFIN. He has one engine under test now, running yesterday. That is one of the features changed, the shaft, which we told him to put in, and it is running very nicely in the ship. The other engine will be ready for test in about a week or ten days, and soon as that is ready we will have a comparative test between them and then they will put those engines in the boats. There are three boats, with three arrangements of shafts. They will be subjected to a series of tests to determine which of them will comply with the terms of the contract. We will not accept one of them. They have been definitely told that, but they will be permitted to test them in order to determine whether or not they can get by with it, but under no circumstances will it be accepted.

Mr. BRITTEN. When were these S-boats authorized?

Admiral GRIFFIN. In 1917.

Mr. BRITTEN. 1916 or 1917 program?

Admiral TAYLOR. The 1916 program. Not all at that time authorized at various times and commissioned; authorized by the act of 1917. Three of the S-boats authorized, the *S-1*, the *S-2*, and the *S-3*, the remainder authorized later.

Mr. BRITTEN. When do you expect to have all the submarines completed that we authorized in 1916 and 1917?

Admiral TAYLOR. With the exception of the V-boats authorized in 1918—I was thinking of the program—they should all be completed within a year. May I say a word about that? I think I can clear the situation as to one point you made, Mr. Britten. The contractor has claimed for a long time that the engines were all right. That was his position and that was why he refused to do anything. The matter was very carefully investigated. We said that the submarine shaft was not satisfactory and recommended it be made good and the contractor was told to make it good in December.

Mr. BRITTEN. The shaft was too light for the vibration?

Admiral TAYLOR. The shaft would not have been too light under normal conditions, but the torsion and vibration broke it. The contractor did little or nothing when he was told to make it good.



, and I do not know the reason why he did little as the administration changed he wants to raise with the new administration; he was told not to by Secretary Denby that we would not build a submarine shaft in any way, shape, or form or in connection with this proposition of the submarine shafts again.

MR. BRITTEN. How about since then?

MR. TAYLOR. Since then the contractor is going ahead on

MR. BRITTEN. He is going to enlarge the shaft?

MR. TAYLOR. A heavier shaft is going on.

MR. BRITTEN. How much heavier?

MR. TAYLOR. It is a question of whether it is 7½-inch shaft or 8-inch shaft.

MR. BRITTEN. The 7½ inch will be added in addition to the change that Admiral Griffin talks about?

MR. TAYLOR. Yes.

MR. GRIFFIN. He may be able to get by with a 7½-inch shaft instead of the 8-inch shaft, but the 8-inch shaft involves a great expense, \$100,000, and he is anxious to make the change.

MR. BRITTEN. How many fleet submarines have we under construction?

MR. TAYLOR. Three, not counting the last of the T-boats, virtually completed.

MR. BRITTEN. How many of these fleet submarines are under construction and what is their prospect of completion, with a view to determining whether we ought to cut out those six. I want to know your the advisability of discontinuing the construction of those six submarines or not constructing them. We might save an expenditure of some \$24,000,000 on that?

MR. TAYLOR. As the bill passed the House we can not do it in them during the next fiscal year.

MR. BRITTEN. Why not abandon them entirely and use that money for plane carriers? What would be your advice on that?

MR. TAYLOR. That is a question of policy, Mr. Britten, that we have to pass upon. Personally, I think we need plane carriers at the moment more than we need fleet submarines, and other people in the Navy who would not like to see the fleet submarines abandoned because there is no question but that we need fleet submarines, too. We would not have an excessive number of fleet submarines.

MR. BRITTEN. Are you going to have all your fleet submarines that are contracted for in the next 2 years?

MR. TAYLOR. In about two years they should be completed.

MR. BRITTEN. If it is going to take a couple of years to build those submarines, why not discontinue those six entirely and abandon them and use that money for carriers?

MR. TAYLOR. That is entirely a question of policy.

MR. GRIFFIN. The Admiral stated that his personal opinion is that we need carriers more. That is perfectly clear.

MR. BRITTEN. Yes.

MR. LINTIC. Are not all our ships now equipped with wireless for torpedoes?

MR. TAYLOR. No, sir.

Mr. McCLINTIC. They are not?

Admiral TAYLOR. No ship is equipped with such control as that now.

Mr. McCLINTIC. We purchased an invention, did we not?

Admiral TAYLOR. The John Hays Hammond invention is being worked out, but it has not reached the operating stage yet.

Mr. McCLINTIC. Did not the other fleets use wireless torpedo control?

Admiral TAYLOR. No, sir. The Germans used a torpedo which was directed by electricity and they may have done a little wireless work; but never accomplished anything in that.

Mr. O'CONNOR. Does your experience in the last war indicate that the submarine is a vessel of more importance than was contemplated in the naval program than flying machines?

Admiral TAYLOR. The experience of the last war with airplanes is practically nil with regard to that. There has not been a big development of the submarines against naval vessels, but they destroyed merchant vessels.

Mr. O'CONNOR. That was their purpose, to destroy?

Admiral TAYLOR. It is the tendency of the nation you are dealing with.

Mr. HICKS. We will meet again to-morrow morning at 10.30 o'clock.

(Thereupon, at 12.05 p. m., the committee adjourned to meet at 11 o'clock a. m., Thursday, May 12, 1921.)

**Thursday, May 12, 1921.**

The committee met this day at 11 o'clock a. m., pursuant to adjournment, Hon. Thomas S. Butler (chairman) presiding.

**Statement of HON. EDWIN DENBY, Secretary of the Navy.**

Mr. BUTLER. Mr. Hicks will continue the hearings.

Mr. HICKS. Mr. Secretary, we are glad to see you with us again.

Secretary DENBY. Thank you, Mr. Hicks.

Mr. HICKS. We have asked you to come this morning, Mr. Secretary, to have you give us your opinion with reference to the desirability of constructing immediately one or two airplane carriers for the Navy, and if you will make a statement in reference to the need of these carriers and the general policy of the Navy in reference to them, we would be glad to have your opinion.

Secretary DENBY. In part, the statement I made at a previous hearing covers the suggestions to date. The Navy Department feels the need is absolutely imperative that we shall have airplane carriers. You do not want an elaboration on that; I understand you want simply a statement in regard to it?

Mr. HICKS. Yes. Do you think it is essential and necessary that we authorize and construct two at the present time?

Secretary DENBY. You mean do I think it imperative?

Mr. HICKS. Yes.

Secretary DENBY. No.



Mr. HICKS. You think one would probably fill the present needs of the Navy?

Secretary DENBY. Yes; I do.

Mr. HICKS. As you know, Mr. Secretary, Mr. Britten and myself have both introduced bills somewhat similar, with the exception that Mr. Britten's bill provides for two and mine provides for one; and then Mr. Britten's bill authorizes the discontinuance of a certain part of the building program of 1916. Now, as I gather from previous statements of yours before our committee, you would favor a discontinuance of some of the 1916 program, consisting of some of the torpedo boat destroyers and also some of the fleet submarines?

#### THE 1916 BUILDING PROGRAM.

Secretary DENBY. If I may put that in this form: The Navy Department feels that the fleet submarines should be built and that the transport should be built. If, however, we are to balance those two requirements against the one item of an airplane carrier, we feel the imperative need of the airplane carrier overbalances the need for the transport and fleet submarines.

Mr. HICKS. Another point I would like to ask you is this: Assuming, for instance, that Congress, in their judgment, should authorize one airplane carrier, but the Appropriations Committee should not appropriate the money for the construction of that carrier, would it be possible or practicable, in your judgment, to take the sum necessary for the first year's work on that carrier out of the appropriation for construction of the Navy, thereby slowing down the 1916 program?

Secretary DENBY. No; I am afraid it would not. At one time I thought it would, but I have since made very careful inquiry on the subject, and I am afraid you can not slow down vessels under construction either beneficially to the Navy and for the best interests of the country, or for the safeguarding of the National Treasury. The cost of doing that would be so great that it would be a very, very foolish policy, in my opinion. As I have told you, I at one time thought differently; but I have gone into it with the experts at the department and I have had so many contractual troubles since I took this office that I realize exactly what it would mean. If we endeavored to change our contracts, to alter our specifications, and to slow down the construction of vessels now on the ways, it would not only be, as I say, destructive to the Navy, but, in my opinion, would hurt the Government in its international relations, and would also involve an expenditure far greater than the unusual expenditure for this carrier.

Mr. HICKS. So, of course, as a natural corollary of that you would not favor the cancellation of any of the 1916 program now under construction—I mean by that the 10 battleships and the 6 battle cruisers?

Secretary DENBY. I should regard that as absolutely calamitous.

Mr. HICKS. And as far as the advisability of dropping the one or the other is concerned, you would take Admiral Taylor's judgment on that?

Secretary DENBY. I would take the bureau chiefs' judgment, having told them I wanted the exact facts, and only facts, as to just what we could get along with, to present to Congress.

Mr. HICKS. Admiral Taylor and Admiral Griffin both stated before this committee yesterday that it is not in the interest of economy to abandon or at least to try to convert one or two of the present vessels under construction into carriers, and I imagine you would sustain that opinion?

Secretary DENBY. I certainly would. Of course, their opinion does and should carry more weight with you than mine, because it is a technical matter; but I know of my own knowledge what it would mean to discontinue that program at this time and its slowing down would mean the cost would be greatly in excess, in my opinion, of the cost of this airplane carrier. It would be very, very poor economy.

Mr. HICKS. As I understand your position, it is this: Speaking now for the Navy Department's policy, present and immediate future, you feel it is essential that we shall have 10 dreadnaughts constructed, and 6 battle cruisers constructed, at the normal speed of construction, plus at least one airplane carrier?

Secretary DENBY. Absolutely.

The CHAIRMAN. Mr. Secretary, I agree with you that a diversion of any substantial sum of money from the appropriations made to continue the 1916 program might not be a good thing to do. I do not think it would be a good thing; I agree with you there. But if one of these airplane carriers should be authorized within the next month or two, do you think that for the first year a small portion of that money might be used in the way of beginning its construction, without materially interfering or greatly interfering with your 1916 program?

Secretary DENBY. I am very certain it could not be done, Mr. Chairman.

The CHAIRMAN. Even though we took a small sum, even though we diverted only two or three or four million dollars, just to make a beginning on this big plane carrier?

Secretary DENBY. I am very certain it could not be done.

The CHAIRMAN. As I recall, it would require about three years to construct this carrier?

Secretary DENBY. It will.

The CHAIRMAN. We used to make appropriations for battleships years ago and allotted them a small sum of money for the first year. That was because the plans were not prepared and it required six or eight months, oftentimes, to prepare the plans. I understand the plans for this carrier are pretty well completed?

Secretary DENBY. Yes, sir; they are.

The CHAIRMAN. Therefore, if the authority were given, you would expect to make a contract at an earlier date than was the custom formerly with respect to battleships?

Secretary DENBY. We would expect to proceed as rapidly as possible, because we realize this arm of the service is very, very weak and we have to balance the service if we can.

Mr. HICKS. In the event of Congress authorizing an airplane carrier and of the Appropriations Committee failing to appropriate the money, what would then be your policy?



secretary DENBY. It would not be a matter of policy. I do not think we could touch the airplane carrier.

Mr. HICKS. Then you would not start construction of the airplane carrier from funds appropriated for construction of the 1916 program?

secretary DENBY. I would not say that definitely, because I would like to consult those who are informed as to existing conditions. I have already consulted them, in fact, and been informed that they would not slow down the 1916 program and of course you can not throw away what has already been spent on those battleships—I mean I could not do it certainly on the score of economy, because it would be the poorest possible economy.

Mr. HICKS. Can you not slow up the construction program even more than contemplated by the \$90,000,000 appropriation for construction?

secretary DENBY. There has been a slowing up already and we are now to the bone and it is simply impossible to slow it up any further. And after long and earnest conversation with those gentlemen—I will not attempt to lay before you the contracts and things of that kind, but I know the opinions of the men in the department who have been in frequent consultation with them on that point—I know from the figures that have been made in the department it is at the very minimum of its ability to slow down; it can not slow down any more. Therefore, we must take the airplane carrier on an appropriation or, in all probability, do without it, without appropriation.

Mr. CHAIRMAN. Do you have in your mind the sum of money that would be necessary to be used the first year after the authority is given for this carrier or these carriers?

secretary DENBY. I am informed that the amount in the prior bill of \$7,500,000 could be very readily, easily, and economically expended for the construction of this vessel.

Mr. CHAIRMAN. About a little more than one-fourth of the amount?

secretary DENBY. Yes; well, it would be exactly one-fourth.

Mr. CHAIRMAN. I understand these boats will cost about \$10,000,000?

secretary DENBY. Your bill provides for the boats, including armor and armament. The original estimate was \$26,000,000, hulls and machinery. The armor and armament will cost somewhere around \$4,000,000.

Mr. BRITTEN. Admiral Taylor told us yesterday he thought they could be built for \$25,000,000.

secretary DENBY. I am not prepared to go into the detail.

Mr. BRITTEN. That will not be determined until you get your completed plans and specifications?

secretary DENBY. Not fully determined. But even then there is always a margin.

Mr. BRITTEN. You are satisfied to slow down the 1916 program and the present slowing down stage would not be a matter of economy but would be a matter of waste?

secretary DENBY. Absolutely disastrous and be absolute waste, in my opinion. There is no question about it.

Mr. McCLINTIC. What do you mean by absolute waste?

secretary DENBY. It would be absolute waste in the sense that it is not economy.

**Mr. McCLINTIC.** When a contractor takes a contract for a cruiser or a dreadnaught, does that mean what we call a turnkey? Does he complete it exactly, or does the price of the different materials, as they fluctuate, enter into it?

**Secretary DENBY.** A great many of the contracts were made on the cost-plus basis.

**Mr. McCLINTIC.** Then I can understand what you mean.

**Secretary DENBY.** You can see, then, what the fluctuations in wages and all that sort of thing means, and also the time element. If you say to the contractors, you are given so much time, and then you curtail their facilities of construction, they have claims for damages. And I am afraid under a great many of the contracts they have a right to bring in claims—such as I have had to consider of late—for damages, which would add so greatly to the cost.

**Mr. McCLINTIC.** The only reason I raised that question was that every one realizes so many inventions are being made which render the different instruments of warfare more efficient and there might be some developments in the very near future which would make certain types of vessels obsolete.

**Secretary DENBY.** That is absolutely true, and that has been true since the very beginning of naval history. But still if we sit idly by while the other man gets the invention and gets his vessel afloat, it will be too late for us to use the knowledge.

**Mr. McCLINTIC.** I understand that; but I thought by slowing down we would not lose much money, because labor is getting cheaper and materials are coming down, and possibly we would not lose any money.

**Secretary DENBY.** As to the wages for labor, of course for the moment they have gotten cheaper; but you can not gamble on labor in a matter of national defense, and if we need these ships at all we need them now.

**Mr. McCLINTIC.** I understand you need them; but I thought with new improvements and new inventions, possibly we could make them more efficient if we slowed up the building program and allowed it to drift along for a few years.

**Secretary DENBY.** Doubtless we could; but possibly we would be in a danger zone to slow down because of expected improvements and inventions later on, and simply to sit by while the other powers complete their programs on the basis of the inventions they have to-day. We must proceed with the knowledge we have to-day and we can not slow down because of the possibility of new inventions. It leaves us helpless to our enemies.

**Mr. BRITTEN.** We have been told a number of times by some of your expert advisers, Mr. Secretary, that the most essential and most necessary thing in the Navy to-day, in the nature of a ship—whether it be constructed or in course of construction—the most vital necessity of the Navy to-day, is the airplane carrier. Do you agree with them?

**Secretary DENBY.** I do, with this qualification, that we have already on the ways the ships of the other type we need; we have no airplane carriers. Therefore, we are attempting to fill a vital need and one recognized by all the naval powers of the world and one that we continually feel more pressing.



Mr. BRITTEN. Of course there are many necessities of the Navy; we can not accommodate all of them at one time.

Secretary DENBY. No.

Mr. BRITTEN. But of all of the necessities of the Navy, the most vital one they tell us for immediate attention by Congress is authorization of the appropriation for the construction of an airplane carrier?

Secretary DENBY. That is absolutely true in my opinion. As I say, I take into account the fact we already have a number of ships of the capital class; we already have a number of others on the ways which will be constructed in the course of time, and the one arm of the service in which we are most deficient, in which we are, in fact, totally deficient, is the airplane carrier.

Mr. BRITTEN. And that ship makes more efficient every other ship you have in the Navy, practically?

Secretary DENBY. We believe that to be true. At any rate, without that carrier, we are broken-armed; there is no question about it. If we went into battle, into fleet action, with a fleet that had carriers and they got into action with the airplanes they might launch from their carriers and we were trusting to the possible defense we might get from carrying an airplane or two on the battleship, we would be defeated before we had really joined battle, in my opinion. Of course, I am not in any way asserting that the airplane is the controlling factor. It is not. But without the airplane, a ship is blind; and the marksmanship of the vessel is so much improved and the evolutions of the enemy so marked, and in every other way the airplane is so valuable and effective, that now we realize we have to carry along with the fleet a certain number of airplanes—as many as we can get.

Mr. BRITTEN. It is reasonable, however, to assume an airplane may be absolutely a controlling and dominating factor in deciding a battle at sea?

Secretary DENBY. Only in this way, if the other fleet has them and we do not have them.

Mr. BRITTEN. That is what I am talking about.

Secretary DENBY. And if the other fellow hasn't them and we do, then they are in the same position.

Mr. BRITTEN. So they may be the deciding factor in a battle beyond all question?

Secretary DENBY. That is absolutely true; beyond all question they may be the deciding factor in a battle.

Mr. HICKS. We are very much obliged to you, indeed Mr. Secretary.

Statement of ADMIRAL ROBERT E. COONTZ, Chief of Naval Operations, United States Navy.

Mr. HICKS. Admiral, you are in favor of the construction of one or two airplane carriers for the Navy?

Admiral COONTZ. Yes, sir; two if we can get them, and one, certainly, if we can not get two.

Mr. HICKS. You believe it is absolutely essential we should have a carrier or two carriers at the present time to round out the Navy? You consider their value, with the planes they carry, essential in our firing at the enemy?

Admiral COONTZ. Yes, sir.

Mr. HICKS. You do not think it is wise or economical in any way to cancel any of the 1916 program now under construction?

Admiral COONTZ. I would like to cancel the 12 destroyers still not contracted for and I regard the financial condition of the country at the present time is such that the building of the 6 fleet submarines and the transport is of necessity delayed until a more propitious time.

Mr. HICKS. You are the practical man for operations. In reference to the possibility of attack of the American fleet by an enemy fleet equipped with a plane carrier or several plane carriers and our fleet not equipped with carriers, where would the chances be for victory, other things being equal?

Admiral COONTZ. The chances at the present time for victory, other things being equal, would be with the fleet that has the carriers. The same corollary, however, would go along with the fleet that did not have the destroyers or the fleet that had battleships and did not have the other. I want to make it perfectly clear in that way.

Mr. HICKS. But, as you say, other things being equal, the fleet that had the carriers would have the advantage?

Admiral COONTZ. It would have the advantage; yes, sir.

Mr. HICKS. If, then, aboard our fleet, we had a certain number of planes on battleships it would not be equal to the fleet that had a carrier?

Admiral COONTZ. Unless the fleet carried an equal number, 60 or 100 planes.

Mr. HICKS. So that, as far as the Navy goes, as far as making it an efficient arm of the Government is concerned, in your judgment an airplane carrier or two airplane carriers are now of vital and imperative necessity?

Admiral COONTZ. It is most urgent that we get them as soon as possible.

Mr. HICKS. Would you think a year's delay would make any special difference?

Admiral COONTZ. Yes, sir.

Mr. HICKS. Just why do you think we should have them now instead of a year later?

Admiral COONTZ. Because, Mr. Hicks, the Navy, if it is not rounded out and is not efficient, is just as bad as no Navy at all. We have to have it efficient and ready at all times to meet the enemy, for sudden emergency, and we should never put ourselves in a position of false security by thinking of what we could do a year from now or two years from now, or three years. All wars and battles in history have come suddenly. It is then too late to do anything, except by vast expenditures, as we saw by the last war, where we now have \$25,000,000,000 to pay; whereas if we had had the required money and been prepared, I doubt if we would have had that coming to us.

The CHAIRMAN. You think if we had appropriated \$25,000,000,000 for the Navy we would not have had any war?

Admiral COONTZ. Yes, sir. It was not my intention to indicate preparedness would have cost any such considerable sum.

Secretary DENBY. May I say just one thing, Mr. Chairman? It is absolutely clear that had Britain not been ready with her Navy

here would be no England to-day. That is as certain as it is that the sun shines.

The CHAIRMAN. That is all absolutely true.

Secretary DENBY. And she did not spend \$25,000,000,000 and no one ever dreamed of our spending \$25,000,000,000 for the Navy.

Mr. BRITTEN. How far will a 14-inch gun shoot?

Admiral COONTZ. I should say, offhand—I never attempt to remember those things—36,000 yards for those in the latest mounts.

Mr. BRITTEN. Eighteen or twenty miles. Is it possible to spot a shot on the seas, without the use of an airplane, at that distance?

Admiral COONTZ. It is impossible, Mr. Britten, to spot any shot unless you see one when it will be as large as your finger that you can take your angles and your observations on. The conditions regarding the atmosphere vary from day to day. Sometimes they come down very low. My judgment at those ranges is that you have to have a balloon or something of that kind to do the spotting, unless the visibility conditions are most unusually good, and even then spotting from the air is far more accurate.

Mr. BRITTEN. So that your largest guns would be more or less useless at an invisible target, from the deck, or even from your fighting masts, without the employment of airplanes to direct your fire?

Admiral COONTZ. Under those conditions, you have to have something swinging above your ship, or your airplane, before you can do anything with accuracy. Therefore the answer to your question is yes.

Mr. BRITTEN. So that you do not get the efficiency of the gun; that is, it can not be utilized to its very highest degree of efficiency, until the enemy or the target gets within the observation of those directing the fire? And if the man directing the fire is down on the deck, or even on the fighting mast, why, of course, we are at a great disadvantage with an enemy who might have an airplane directing the fire?

Admiral COONTZ. Something to give the directions, the distance, etc.

Mr. MCCLINTIC. You made a statement in which you said if we had been prepared there would not have been the necessity for the expenditure of this vast sum during the war. Would you care to elaborate a little bit on that?

Admiral COONTZ. That would be a very deep subject, Mr. McClintic, but I would indicate our preparedness as regards that of certain other nations at that time.

Mr. MCCLINTIC. I wondered whether you meant that our ships at that time were not efficient, or that we did not have enough ships and they were not properly equipped?

Admiral COONTZ. I mean at that time we did not have a large and strong enough Navy, a large and strong enough Army; not reflecting in any manner on the efficiency of what we had, except it was not enough.

Mr. BRITTEN. Your theory is that Germany would never have allowed a war with America if we had been highly equipped?

Admiral COONTZ. Yes, sir.

Mr. BRITTEN. To clean them up on the high seas or any place else?

Admiral Coontz. Yes, sir; that is all.

Mr. Hicks. Thank you very much, Admiral Coontz.

**Statement of CAPT. WILLIAM A. MOFFETT, Director of Aviation,  
United States Navy.**

Mr. Hicks. Captain, in reference to these carriers, what is your opinion about the necessity of having them?

Capt. MOFFETT. I entirely agree with Admiral Coontz about the carriers. I think, however, we ought to have more than two.

Mr. Hicks. You think we should have how many?

Capt. MOFFETT. I think we should have more than two.

Mr. Hicks. At the present time?

Capt. MOFFETT. Well, if there is any way of getting the money. I realize the difficulties about getting the money and that the financial situation is different now than it has ever been in the history of the country, but except for that I think we ought to have at least as many as any enemy or combination of enemies we might have.

Mr. Hicks. You feel, I assume, that in a proper development of aviation, to which you have given some attention and thought, the carrier question is absolutely vital and essential, do you not?

Capt. MOFFETT. Absolutely; yes, sir.

Mr. Hicks. Would you consider it the most vital thing in the Navy at the present time?

Capt. MOFFETT. I think I would; yes, sir.

Mr. Hicks. Would you place the airplane carrier above the lighter-than-air craft or any aircraft we have?

Capt. MOFFETT. I think it is vital with them. I think without the aviation for the fleet that we should have, we would lose the fleet in the event of a battle.

Mr. Hicks. Assuming an airplane carrier is authorized, are you thoroughly convinced, in your own mind, we have planes now developed that would properly equip that carrier?

Capt. MOFFETT. Yes, sir; we would use what we have now, based upon the fact we are trying to improve and develop the other and, as a matter of fact, we are doing so. We feel very much encouraged by what we are doing in the way of getting a better plane; we think it is very promising. But if we went to war now, we would take the planes we have and could use them in the carriers we have designed at the present time.

Mr. Hicks. If that airplane carrier could be built to-morrow, have we sufficient improvement in the devices for the launching and return of the airplanes to make the carrier efficient?

Capt. MOFFETT. Yes, sir. The British are doing it and we undoubtedly would do it, too.

Mr. Hicks. You have no hesitation in saying, then, that the planes are so constructed and your devices for projecting them and arresting them when they come back to the ship have advanced to a point where the airplane carrier is going to be a success?

Capt. MOFFETT. I say that without any question whatever.

Mr. Hicks. You think right now it would be a success?

Capt. MOFFETT. Right now; yes, sir.

Mr. Hicks. And the *Langley*, when put in commission and ready to send out to sea, will be a fighting factor of the Navy?



Capt. MOFFETT. Yes, sir. You know, the *Langley* is slow——

Mr. HICKS. I do not mean the *Langley's* speed, but in projecting the planes from the *Langley*, returning them, arresting them and all that, you think all of that has been worked out satisfactorily at the present moment?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. Just what is your experience in regard to the British type of ship; have you ever been aboard the British carrier?

Capt. MOFFETT. I have never been aboard a British carrier; but, as you know, we had an officer up here yesterday who had. But I have seen moving pictures of machines actually alighting on those ships and we have information showing how the British use them.

Mr. HICKS. As I understand from your testimony yesterday, we have experimented but little in reference to landing on a moving platform or launching a plane other than from the turrets?

Capt. MOFFETT. If you wanted to test it out, you would have to build a platform 400 feet long, and if you built a platform 400 feet long you would practically have a ship.

Mr. HICKS. Suppose we have a platform built on the ground, a duplicate, we will say, of the ship's deck, that would not be very expensive probably. If it was equipped with this running gear, breaking devices, and so forth; that would enable you to test the ability of stopping an aeroplane in a certain space, would it not, and give a test to all these contrivances.

Capt. MOFFETT. It would, sir; but we know we can do that; there is not any question about it. And a platform would be expensive and we would rather have it on a ship. As I say, we have expected to have this *Langley* since the 1st of January and have counted on having her and do expect to use her this September.

Mr. HICKS. So you think with the *Langley* coming in commission very soon, it is not worth while to go to the expense of putting up a temporary platform to try out these landing devices? They could also be used for training purposes.

Capt. MOFFETT. No, sir; I do not think it would be worth while to do it.

Mr. HICKS. It probably would not be expensive to put up a landing platform on the ground somewhere, and have it fitted up similarly to what you are going to have on the ship?

Capt. MOFFETT. No, sir; it would not be expensive; we could do it.

Mr. HICKS. I wonder if it would not be worth while to do that?

Capt. MOFFETT. We could do that.

Mr. HICKS. How much would it cost?

Capt. MOFFETT. We have made experiments with stopping them already, at Hampton Roads; but we have not experimented with anything afloat.

Mr. HICKS. While I have faith we are going to be able to do all these things, yet, as a matter of fact, we have not done them and we only have testimony as to what other nations have done; and it does seem to me, as a matter of good business judgment, that it might be a good plan to spend a few thousand dollars to fit up a landing device and make tests ourselves.

Capt. MOFFETT. We have done it on the ground; but if you fitted up your devices on a ship it would be pretty expensive.

Mr. HICKS. But do it on the ground; take a space and put up wires and masts and duplicate, as near as you can, the conditions on ship-board.

Capt. MOFFETT. We have done that at Hampton Roads. It is not a ship, but we have put up a landing platform. I thought you meant something afloat?

Mr. HICKS. No; I mean to erect it on the ground and fit it up with your wires and ramps and things of that sort.

Capt. MOFFETT. We have done it at Hampton Roads and I think perhaps you have seen it there.

Mr. HICKS. No; I have not seen it; I thought it had not been done.

Capt. MOFFETT. We have not anything afloat.

Mr. HICKS. I mean on the land. Have you ever put the wires down with those little ramps with the wires that engage the planes and then slow them down; have you done that?

Capt. MOFFETT. We do not have it completed. It is not actually finished yet.

Commander WHITTING. We started on that last winter, sir; a platform is being built at Hampton Roads to do that particular thing you are mentioning. The ramp and everything will be duplicated just the same as it will be aboard ship. The planes will taxi along the ground and go into the air and then come back into the trap at varying speeds. That platform was first built and completed about last November. It was built on made ground and with not sufficient piling put underneath and it started to settle, it is built of concrete, and it had to be raised up and concrete piling put underneath it. The platform is practically completed now. The trap and wires are designed, and the contract has been let and should be completed within a month and perhaps experimental work will start within a month and a half on that particular platform.

Mr. HICKS. So, then, up to the present time, we have not experimented with these devices? It seems simple and very desirable to me.

Commander WHITTING. No, sir, not up to now; but we will within a month and a half start on the experimenting.

Mr. BRITTEN. I should say that would be a very simple matter; it would be equivalent to testing a gun. You have your apparatus, your wires, arresting devices, ramps, bumpers, and everything else that goes aboard ship, and you simply put it on the ground on a platform of the diameter of the deck of a ship.

Mr. HICKS. And I do think, Commander, it is absolutely essential that we do that, so that we will have proof we can do these things. I have no doubt we can do them, but I do think it is essential to do that so that you can go ahead and make tests and see what those things will do.

The CHAIRMAN. It is just the difference between shooting at a rabbit in a trap and one running; is not that true?

Mr. HICKS. Yes; and you will always need this thing for training purposes; you would need this to train your pilots how to land, and all that?

Capt. MOFFETT. Yes, sir.

Mr. HICKS. So that it is not a waste of money at all, and I hope you will push that just as rapidly as you can.



The CHAIRMAN. You propose to put upon the ground a platform that is an imitation of the platform you will use on the ship; is that right?

Capt. MOFFETT. As nearly as practicable; yes, sir.

Mr. HICKS. Of course you can not tell exactly how the airplane will behave on shipboard, where the ship is rolling in the sea, by making an experiment on land, but your traps will give you some idea.

Capt. MOFFETT. No, sir.

The CHAIRMAN. I need not have asked that question, perhaps, because Mr. Hicks has said it is only for the purpose of testing out your style of construction or design, the holding apparatus, and everything of that kind.

Mr. BRITTEN. For testing the apparatus as well as training the men.

Mr. HICKS. It will be a permanent testing apparatus and a permanent training device.

Capt. MOFFETT. It will be very useful.

Mr. BRITTEN. Will that platform down there, this platform at Hampton Roads, be portable, so that you can revolve it into the wind or away from the wind?

Commander WHITING. Yes, sir; the platform they have is 100 feet long and we have placed everything 100 feet from the edge of the field in each direction. The 500-foot receiving deck and the wires are placed on this 100-foot platform and are capable of being revolved into the wind. But there are some construction features involved; the wires are under a great deal of tension, so that the platform has to be very strong to hold those wires. That is one of the difficulties in building a platform.

Mr. BRITTEN. Of course all the apparatus will be changed from time to time to make experiments?

Commander WHITING. Yes, sir; not only for experimenting, but for development work in perfecting those retarding devices.

Mr. BURDICK. We had a board of naval officers here, all of whom agree it is quite vital we shall have this airplane carrier; is that the consensus of opinion among Navy officers?

Capt. MOFFETT. I think so, absolutely.

Mr. BURDICK. There are no other witnesses who would come here and say the reverse?

Capt. MOFFETT. I do not think there is anybody in the Navy or connected with the Navy who does not agree with us they are absolutely vital.

Mr. DRANE. What nations now have airplane carriers?

Capt. MOFFETT. The British, the Japanese——

Mr. DRANE. How many have the British?

Capt. MOFFETT. The British have seven.

Mr. DRANE. How many have the Japanese?

Capt. MOFFETT. The Japanese have one we know of, under construction, and we think they have another one.

Mr. DRANE. Not finished?

Capt. MOFFETT. No, sir.

Mr. DRANE. Have any other nations got them?

Capt. MOFFETT. The French have one and the Italians have one, but we do not know very much about it. It is a converted steamer. I think the French carrier is a converted steamer, too.

Mr. DRANE. Then Great Britain has three and Japan one——

Mr. HICKS. No; Great Britain has more than three.

Mr. DRANE. Great Britain has seven.

Mr. MCCLINTIC. They are converted steamers?

Capt. MOFFETT. All except one; one they have built.

Mr. MCCLINTIC. Six of the ships are converted?

Capt. MOFFETT. Yes.

Mr. DRANE. Then Great Britain has only one originally designed for that purpose?

Capt. MOFFETT. And in commission; yes, sir.

Mr. O'CONNOR. I notice this question brings in the doctrine of relativity in what we are discussing. It might as well be ushered in. Have any experiments you know of been made with reference to the landing of an aviation machine upon a moving carrier?

Capt. MOFFETT. The British have done it.

Mr. SWING. In those pictures was not that ship moving?

Capt. MOFFETT. It was moving; yes, sir.

Mr. O'CONNOR. It looked to me like that carrier, or the vessel used as a carrier, was absolutely standing still; but I asked the question merely for the purpose of seeing how far these experiments had gone. Do you know whether or not they have experimented in the direction of improving the landing mechanism of a machine so as to enable it——

Capt. MOFFETT. They have improved it and are improving it and are so anxious to keep it secret that they are guarding their method of doing it very carefully.

Mr. O'CONNOR. In other words, in the use of carriers they are also endeavoring to perfect the machines to enable them to accommodate themselves to carriers, moving or stationary?

Capt. MOFFETT. They are doing that now.

Mr. O'CONNOR. Do you favor the building of two carriers or one?

Capt. MOFFETT. I would favor the building of eight if I had my way.

Mr. O'CONNOR. At once?

Capt. MOFFETT. Yes. Now, I modified that by considering the financial condition of the country.

Mr. O'CONNOR. But you believe we ought to build two instead of one?

Capt. MOFFETT. Yes.

Mr. O'CONNOR. Even though the matter is in an experimental stage at present?

Capt. MOFFETT. I do. We do not regard it as experimental.

Mr. SWING. You do not admit it is in the experimental stage?

Capt. MOFFETT. No; I think there is no question about it.

Mr. SWING. The landing devices would be experimental?

Capt. MOFFETT. No; we know they can do it and we know we can do it; we believe our device would be as good as that of anybody else. And we know enough about it with what we know now to know that we can do it.

Mr. BRITTEN. How long has the Navy Department considered this a vital matter?

Cap. MOFFETT. The General Board recommended it first in 1915.



Mr. BRITTEN. And you have been endeavoring ever since then to one?

Capt. MOFFETT. And we have been endeavoring ever since then to one. Every year since then they have asked for it.

statement of **COMMANDER KENNETH WHITING**, United States Navy.

Mr. HICKS. Commander, there are a few questions I want to ask you along the line of the questions we asked yesterday of Admiral Taylor and Admiral Griffin, in regard to the effect of placing our smokestack amidships and projecting the gases aft. From your experiments, what would you think of the danger to an aviator in landing on the deck of a ship when the gases are projected from the stack amidships on one side as outlined in this prospective draft of the new carrier?

Commander WHITING. The smokestack is located amidships and may over on one side of the ship. We asked the bureau for a flush-deck ship, and I have watched their study very carefully of the various carriers they have designed; they have designed half a dozen before they came to this so-called island. The trouble they ran into was getting rid of the gases from 190,000 horsepower and being able to supply sufficient air space for the air to get down to the boilers to provide for the combustion of the oil. In providing openings for the inlets and exits for the gases, they found that there would be a large number of air ports for a great length along the side of the ship; that was not possible to carry all that gas from amidships to the after part of the ship as it is done in the *Argus*, on account of the quantity of the gas that is being expelled from the boilers.

The *Argus*, you must realize, is of very much less horsepower than the carrier we are designing. The *Argus* is about 40,000 or 50,000 horsepower, and this is about 190,000 horsepower, or nearly four times as much. But we do know the British have carried out an experiment on the *Eagle*, which is a ship of similar type, provided with island on one side; that they first carried out experiments with island on the side of the *Argus* and then went ahead and built the ship with the island, which permits bringing the smoke out well above deck and confining it entirely to one side of the ship. It also provides for the masts, which in turn will provide for control station controlling gunfire and, in addition, gives the height necessary for radio. The antenna for the radio must be a certain distance above the deck of the ship—not above the water, but above the deck of the ship—in order to get a long radius in sending messages from ship to the other. We have asked the constructors to give us sufficient radio distance in talking by radio to be able to talk as far as a battle cruiser can, and in order to do that it is necessary to have antenna high above the deck.

Mr. HICKS. What distance will that be?

Commander WHITING. It will be about 100 feet, sir.

Mr. HICKS. And what will be the distance of communication?

Commander WHITING. The distance of communication will be at 3,000 or 4,000 miles—practically any distance—and at night it will be a great deal farther.

Mr. BRITTEN. For sending as well as receiving?

Commander WHITING. Yes, sir; for sending as well as receiving. The sending is the difficult part, which requires the high antenna.

Mr. BRITTEN. I did not think you could send that far.

Commander WHITING. Yes, sir. With this particular island the carrier must always be headed directly into or directly with the wind during the process of flying on. That applies to all carriers, whether they have an island or a flush deck. In flying on with an island, the smoke is projected out at a height of 50 or 60 feet above the deck, or as high as the constructors want to have it above the deck. The planes will come in low and come under the smoke and approach the carrier about on a level with the deck in flying on and will not have to go through any smoke at all. If the smoke is projected from the sides, as is done on the *Argus*, well aft, we find in our general experiments that the gas is sucked in behind the ship, just as on a canal boat going along a canal you can drop a piece of paper or a little stick and it will follow along behind the ship.

The same thing takes place with the gas, but to a little less extent. The gas is formed behind the ship and that is objectionable to the pilots going through it, because as they go through they meet those eddy currents and the planes are tossed about in passing through the gases. The pilot approaching nearly at the level of the deck may possibly fall below the level of the deck and fly into it, and of course, it would kill him. The pilots all know that and, for that reason, approach from a higher altitude, but they have to be within a short distance of the deck in order to bring the plane down upon the deck and not to come down with too much speed. The island will do away with that danger to a certain extent. Of course, it will take care of only a small amount of eddy currents forming behind the stern of the ship.

Mr. HICKS. The *Langley* is being equipped to project the gases aft on the quarter?

Commander WHITING. Yes, sir.

Mr. HICKS. Is not that going to make that ship less effective?

Commander WHITING. Yes, sir. But you must understand in the *Langley* we asked for her to be made available immediately after the war—1919—and we thought we would have the *Langley* in operation by now, but it was held up by the Chief of Operations for four or five months and the only way we got that ship was after Congress definitely appropriated money for the *Jupiter* to be converted into the *Langley*. As soon as that bill passed the ship was definitely given to us; otherwise we might not have gotten it at all; it might have been delayed even further. We had hearings in the General Board and selected the ship immediately after the war that would take the minimum crew to run it, as all of our men were leaving the service. The question was discussed of taking one of the German ships or, perhaps, the *Leviathan*, and the point was brought out it would take nearly 1,000 men to operate the ship, not counting the aviators on it, and the cost of operation would be very high. And getting rid of the gases on the island, with the smokestacks and exhausts which were already constructed, it was a very difficult problem. In the case of the *Langley*, she was a collier, and there were large hold spaces available which were sufficiently large for us to store all our planes. The boilers and engines were located well aft. The ship is only 65 feet beam, and we thought it was possible to



build the smokestacks at one side and have them of a hinging type. That was in our first study. In our second study we have left the hinging type of stack on one side and one that ejects the gases down and out on the other side; the gases may all be ejected from the starboard or port side, or from both sides. But it was not possible to build an island on that particular ship on account of the comparatively narrow beam. As I say, she is only 65 feet wide, and the island itself would take up 10 or 15 feet, which would limit the size of the plane you can use.

Mr. HICKS. You are speaking now largely of expediency and not of scientific reasons?

Commander WHITING. Yes, sir; I am speaking largely of the expediency. You must realize this was done two years ago, when we asked for the *Langley* and made our first study of the thing. Since then we have gained a great deal of knowledge.

Mr. HICKS. Your talk about expediency does not change the scientific feature that gases ejected on the quarter or stern are going seriously to interfere with landing on the ship? Take the *Langley*, for instance, with the gases ejected on the quarter as I take it, what will be the effect on the aviator?

Commander WHITING. Yes, sir.

Mr. HICKS. You still have the objection you mentioned a moment ago, that the plane has to fly through those gases to land on the ship?

Commander WHITING. No, sir. The *Langley* is a low-powered ship and only makes 14 knots and the quantity of gas coming out is comparatively small. Her horsepower is somewhere along about 7,000 or 8,000 horsepower.

Mr. HICKS. It would seem to me that the construction of the *Langley* refutes the theory you advanced a little while ago of the undesirability of having gases ejected in any way except from a stack on the island, amidships. Do you think that is going to make the *Langley* impracticable?

Commander WHITING. No, sir; I do not think that is going to make the *Langley* impracticable, because the *Argus* has practically the same horsepower and they overcame that difficulty on the *Argus*. However, they had great difficulties on the *Argus* when it was first turned out. They found in running with a following wind that the gases ejected on the quarter aft, if the wind was following, would run down toward the bow of the ship and be sucked down into the boiler room and everybody in the boiler room would be gassed; the exhaust pipes would run along the side of the ship and be sucked down into the boilers and boiler room.

Mr. HICKS. So that you have now been advancing the argument that the best results that have been obtained come from having the gases ejected from the stack amidships, on one side?

Commander WHITING. Yes, sir; as long as they have to confine themselves to a ship of the steamship type. If it were possible to use Diesel engines, if such things existed, up to 80,000 horsepower, or units that would produce that power—but such things do not exist and probably won't exist, Admiral Byson tells me, in our generation—if we had a flush-deck ship we could immediately get rid of the gases without any island on it and get rid of the gases by exhausting under water. But that is not possible with the steam-driven ship.

Mr. HICKS. I gather, from the statement you made while Admiral Coontz was testifying, you have no doubt at all but what you can land on these ships and are perfecting devices that will be efficient in arresting the planes and there is no chance of any fall down in that respect?

Commander WHITING. I have no doubt about it at all, sir.

The CHAIRMAN. Of what service will the *Langley* be to the Government when she is completed and ready for use?

Commander WHITING. The *Langley* will provide the United States Navy with a means of working out and developing the experiments of flying off and on—flying planes off and on to a floating deck under the various conditions encountered at sea. We will be able to find out with what degree of roll it is safe to attempt to alight, and with what degree of pitch, or how fast the wind can be blowing when men can handle a plane on the deck. You see, in this larger carrier we are going to get, she will make 30 knots. The wind often blows 30 knots and if you steam into a wind blowing 30 knots, with the carrier making 30 knots, you would have a 60-mile apparent wind on the deck, almost too much for a man to stand up in, and the problem of holding the planes on the deck and holding them down, ready to fly off when the commander in chief calls for them, will be worked out on the *Langley*. Of course she will only have 14 knots, but we can go out in a 50-knot wind and find out what means are necessary for holding the planes down on the deck in readiness for flying off when they are wanted for use.

The CHAIRMAN. Therefore, before you get the plane carrier, if Congress authorizes one, you will know what your experience is on the *Langley*?

Commander WHITING. We would learn a great deal.

The CHAIRMAN. Would you ever put her in use?

Commander WHITING. We will put her in use just as soon as she is ready.

The CHAIRMAN. And you will learn a lot after she is put in use?

Commander WHITING. Yes, sir; we will perfect a great many devices after she goes into use. Of course, you understand the British do not tell us what their devices are; but I think the Americans can produce just as good devices as the British can.

The CHAIRMAN. Of course they can, and they can do better.

Mr. SWING. This would be in the nature of exercise?

Commander WHITING. In the nature of exercise, yes, sir; and it would all go to make the new carrier a very much more efficient implement of war. It will also permit of training aviators to fly on and off a deck so that they will be fully trained by the time the new carrier is completed.

Mr. HICKS. In the case of our battleships now equipped with planes, is it your judgment that those planes have to take to the air whenever the guns are fired?

Commander WHITING. With the present construction; yes, sir. Perhaps when we get the metal constructed planes that will not be true; but we do know now that the blast of the turret guns, and the same is true of the antitorpedo guns, will break the ribs in the wings; so that the planes should take to the air before the guns are fired. And really they are intended to do that anyway. The planes on the battleship are for the purpose of controlling the fire of her guns.



They are observation and spotting planes and may be used for short-distance scouting. Every commander of a battleship if he wants to know what is going on out on the horizon, will send the planes off to find out. And if he comes into battle, the planes will leave the ship before the guns are fired, and they will be sitting in the air when the guns are ready to fire; the moment the gun fires, this plane in the air, that is flown over the battleship, radios down just where the shots have fallen—whether short or over.

Mr. HICKS. How about returning to the battleship? There is a limit to the time that planes can keep in the air and these planes have to come back.

Commander WHITING. Yes, sir; and that is exactly the reason we want the carriers so that the planes can return to the carriers and be refueled there and take the air again.

Mr. HICKS. Take the battleship; the planes have to leave her before the guns start to fire?

Commander WHITING. Yes, sir.

Mr. HICKS. That plane has to come back some time and it may come back during the firing. Then what would you do?

Commander WHITING. If we have no carriers, he will have to light on the water alongside of a destroyer. There are about four destroyers detailed for each battleship in a battle; some on the disengaged side and some on the engaged side; and those destroyers could stop and pick him up. But that plane will be finished.

Mr. HICKS. The plane could be taken aboard the destroyer without injury?

Commander WHITING. Oh, the plane could be taken aboard the destroyer and the engine could be saved and used again, but it would not be immediately ready to fly again.

Mr. HICKS. It will practically destroy the plane, then, to come down alongside of the destroyer?

Mr. BRITTEN. The destroyer will save that for the time being?

Commander WHITING. Yes, sir; but it will not be available for another week or perhaps two weeks; it would have to be completely overhauled. Unless of a boat or float type. We are trying to develop both of these types.

Mr. McCLINTIC. The statement was made here that a plane could remain on the water for 24 hours.

Commander WHITING. Yes, sir; in smooth water.

Mr. McCLINTIC. Then why would the value of the plane be destroyed in landing in the water?

Commander WHITING. The planes are built at the present time with glue, linen, and very, very thin wood ribs, and once the plane has been submerged and the water has gotten in the wings, it is not safe to fly them without having removed the linen and examined the condition of the ribs before it would be fair to ask a pilot to go up in the plane again. The 24-hour idea is merely a factor of safety or the pilot to be picked up; in case his engine fails and you do not see the exact place where he has alighted, it gives you 24 hours to find him. It is for the protection of the pilot.

Mr. McCLINTIC. I want to ask you in regard to an answer you gave a few minutes ago, in which you said if Diesel engines could be used you could let the gas out underneath the water.

Commander WHITING. Yes, sir; exactly as they do in submarines Mr. McCLINTIC. Has the Navy been able to develop the right kind of engines that could use gasoline?

Commander WHITING. Heavy oil, sir, they use. In our submarines they use heavy oil for propelling.

Mr. McCLINTIC. We do not have any ships propelled by gasoline?

Commander WHITING. No, sir; there are no ships propelled by gasoline any more. We started in originally with gasoline for propelling ships and later went to heavy oil. Heavy oil is very much less dangerous and very much cheaper.

Mr. McCLINTIC. My thought was if any engine could be invented that could burn gasoline to furnish power, you could let the gas escape underneath the water.

Commander WHITING. That immediately appeared to us when we made this study of the carrier, and I have been to our Bureau of Engineering and they have taken up the question and made quite a study of it, as to what could be done with the idea of putting Diesel engines on the carriers. The first thing you need is 190,000 horsepower. The submarines have units that develop, we will say, 1,000 or 1,500 horsepower. That would mean it would take a six or eight cylinder engine to develop 1,000 or 1,500 horsepower. And, you see, to make 190,000 horsepower you would need a great many of those units. That was out of the question; you could not use that type of engine. The merchant service have developed a Diesel engine that develops as much as a thousand horsepower in a cylinder and the Germans have developed such an engine that develops 1,500 horsepower in one cylinder; but the weight per horsepower in that engine is somewhere along in the vicinity of 600 pounds.

Mr. McCLINTIC. In other words, it is too heavy?

Commander WHITING. It is too heavy; yes, sir. If we could get something around 40 pounds per horsepower, we could do it, but it is not in sight.

Mr. McCLINTIC. The effect of the explosion is so great that it requires very great weight to make it efficient and safe?

Commander WHITING. Yes, sir.

Mr. HICKS. As far as I can gather from your remarks, the use of planes on battleships at the present time is not very effective. With two planes on the battleship and those two planes going out and coming back and landing on the water, that is the limit of their use, just the one flight they will make for a week, we will say. It does not give a very effective use of airplanes on battleships, does it?

Commander WHITING. No, sir; not as effective as we would like to have it. But a battle takes place very quickly, you come in contact, your shelling begins and the man who gets his hits in first is going to win. These hits will be brought on in the first five or six minutes, and maybe the firing will have to keep on for half an hour, perhaps, before the other ship is sunk.

Mr. HICKS. That assumes the plane is going to be in commission all the time and nothing happens to it.

Commander WHITING. It is a makeshift. We have not enough carriers to carry all the planes needed around, and we will always carry planes on battleships because the other fellow is going to carry everything he possibly can. The idea is to get supremacy of the air

the moment the battle commences and the other fellows come up, and with your planes going out you have a big advantage in controlling your fire, in torpedo attacks and bomb attacks on the opposing fleet. So that you can see with 24 battleships, each carrying one or two aircraft; 6 battle cruisers perhaps carrying four planes; 10 light cruisers each carrying two to four planes; 100 destroyers each carrying one plane; that gives you immediately a big air force which you can put in the air, not counting the planes you can get from the carriers. All those planes will go back to the carriers to refuel, and it would be economy to go back to the carriers to refuel rather than to have all these planes alighting in the water. We will be forced to carry them on the battleships because the other fellows will do it.

The Germans at the end of the war had perfected aircraft to put on the submarines. It sounds strange to you, perhaps, but I am just on the submarines with the idea of having very, very small aircraft telling you what you can do. With 40 horsepower you can build a plane that weighs, light, about 500 pounds. The planes will be about 15 feet span and the depth of the wing may be  $1\frac{1}{2}$  or 2 feet. That is  $7\frac{1}{2}$  by 2 feet; that is the size of the wing to be stowed away. There will be three of those wings. The fuselage will be a little longer than this table (about 6 feet) and very much narrower. That plane will fly 80 miles an hour for two and a half or two hours, carry a pilot and a 60 or 70 pound radio set; can be assembled and disassembled quickly, to use from destroyers and submarines.

We have reports that the Germans had gotten out three planes for use on the large submarines. We know the Germans used aircraft on their raiders, even in the Pacific. If they saw smoke on the horizon, instead of expending a lot of coal and a long time to get over there the plane would go out and see what the ship was, and if it was a valuable ship they would go and sink it. That actually took place in this war. So that we know in the future every type ship that can carry airplanes is going to do it—certainly in war times.

**Mr. Hicks.** In landing on these airplane carriers in a pitching or rolling sea, what is going to be the result? Can you adjust the landing of the planes to meet the roll and the pitch of your carrier?

**Commander WHITING.** Yes, sir. The pitch and roll of a vessel is always at a certain period. The trouble is not so much with the pitch as the roll. We know exactly how many seconds it takes the ship to roll from one side to the other and back again and you realize that a plane going 60 miles an hour is going at a speed of about 100 feet a second. And by tilting that plane slightly,  $3^\circ$  or  $4^\circ$ , it is not at all difficult for a skilled pilot to do. He can fly along for a period of several minutes with his wing dragging down  $10^\circ$ , or fly along for a tenth of a second with his wing that way [indicating] and come up this way, and roll from one side to the other.

(The committee thereupon, at 12.10 o'clock p. m., adjourned.)

## APPENDIX.

## STATEMENT OF COMMANDER WHITING, UNITED STATES NAVY, IN REFERENCE TO AIR-PLANE CARRIERS.

That "carriers" will be successful and an absolute necessity to any well-equipped navy in the future, there is not the slightest doubt in my mind. Some of the reasons for this belief are as follows:

(a) Planes carrying and launching torpedoes have sunk ships. (British and German planes.)

(b) Planes have flown from ships and destroyed Zeppelin hangars which could not have been destroyed in any other way. (British planes.)

(c) Planes flying from towed lighters have destroyed and shot down Zeppelins. (British planes.)

(d) Planes have been conveyed on aircraft tenders, flown from the water and bombed towns, dock yards, and navy yards which could not have been bombed in any other way. (British planes.)

(e) Planes have flown from "carriers" and investigated other aircraft flying in the vicinity on the high seas to determine if they were (friendly). (American and British planes.)

(f) A plane has flown from an aircraft tender in battle and reported enemy ships. (British plane.)

(g) German seaplanes have bombed British submarines in the mouth of the Thames. By using "carriers" they might have bombed the British fleet and our own battleships at Scapa Flow, the Firth of Forth, and in the Humber River.

(h) Planes have scouted in the Pacific Ocean and reported the position of enemy vessels, resulting in the destruction of those ships. (German planes.)

(i) Planes have attempted to bomb battleships, but not successfully, due principally to the inferior type of planes used and the distances they had to fly to make the attack. (Turkish ship in Dardanelles; British planes.)

(j) Planes have successfully controlled gunfire through a smoke screen when the control could be done in no other way. (American.)

(k) Planes have controlled gunfire at an invisible target (battle cruiser) and destroyed her. (British planes off Africa.)

(l) In war games planes have conducted submarines and destroyers to a position permitting a successful attack on capital ships. (American.)

(m) Planes have attacked destroyers and killed officers and men on their bridges at night. (German planes.)

(n) Planes have sunk destroyers by bomb attack. (French and British.)

(o) Planes have attacked destroyers at night with cannon fire. (French.)

(p) Planes have sunk submarines by dropping bombs on them. (French, British, and American planes and, I suspect, German planes or aircraft.)

(q) Planes in practice have obtained 10 per cent of hits on a small obsolete battleship, the equal of 30 constructive hits on a modern battleship. (American.)

(r) Aircraft bombs have so damaged an obsolete type battleship as to throw her main propeller shaft out of line (same effect may be expected on the most modern ship) and cause her to sink. (American.)

(s) Large aircraft bomb exploded on obsolete type battleship gutted the ship. (American.)

(t) Planes have been used to spot for guns firing at 30,000 yards range in war time. (British planes.)

(u) Planes flying from "carriers" have been used for reconnaissance of sea in enemy's control. (British.)

(v) Planes in practice have laid down a smoke screen permitting other planes to simulate torpedo attack. (American and British.)

(w) Planes have conducted actual torpedo attack and obtained hits in practice. (British.)

(x) Planes have scouted at sea and located fleet in war game and reported position accurately. (American.)

(y) Planes have taken innumerable reconnaissance photographs during war.

*Aircraft carriers, foreign navies.*

[Apr. 19, 1921.]

	English.			
	Eagle (1920).	Hermes (1920). <sup>1</sup>	Furious (1915 or 1916).	Pegasus.
h.....	625 feet B. P.; 661 feet O. A.	548 feet B. P.; 558 feet O. A.	735 feet B. P.; 786 feet O. A.	332 feet.
.....	92 feet.....	70 feet below water..	88 feet.....	43 feet.
ement..	26,000 to 26,200 tons.	10,350 deep lead.....	19,100 to 22,100 tons.	3,300 tons.
.....	26 feet 10 inches to 27 feet; 24 feet on plan.	18 feet deep lead.....	21 feet 6 inches.....	15 feet.
.....	24 knots.....	25 knots.....	31½ knots.....	20½ knots.
y.....	12 6-inch guns; 4 4-inch A. A. C.; 6 sets of above-water torpedo tubes.	10 6-inch guns; 4 4-inch A. A. C.; 4 3-pounder saluting.	5 3-inch A. A. C.; 10 5.5-inch guns; 6 machine guns; 18 torpedo tubes.	2 12-pounders; 2 12-pounder A. A. C.
.....	26 planes.....	20 planes.....	20 planes; 1 lighter-than-air craft.	Mother ship.

	English.		Japan.	
	Ark Royal (1915). <sup>2</sup>	Argus (1918). <sup>2</sup>	Hosho. <sup>3</sup>	
h.....	366 feet O. A.....	565 feet B. P.; 570 feet O. A.	500 feet (approximately).	All capital ships being equipped with launching tracks recently tested on the Yamashiro. All capital ships will be equipped to carry 2 planes (1 combat and 1 observation).
.....	51 feet.....	68 feet.....	.....	
ement..	7,450 tons.....	15,786 tons.....	21,000 tons.....	
.....	18 feet mean.....	22 feet 9 inches.....	.....	
y.....	11 knots.....	21 knots.....	Fleet speed.....	
.....	4 12-pounders.....	4 4-inch A. A. C.; 2 4-inch antisubmarine; at least 4 machine guns.	.....	
.....	25 planes.....	20 planes (torpedo); 12 reconnaissance.	20 to 30 planes.....	

be commissioned.

commission in reserve.

be launched September, 1921; to be completed 1922; clear deck, smokestack one side.

## ADDITIONAL AIRCRAFT CARRIERS.

av.—Bearn: Laid down as battleship to be converted to aircraft carrier; 25,230 tons displacement, 400 feet long, 25 knots; also smaller converted steamers, Compinas and Bapaume.

and.—Vindictive: Cruiser of 9,750 tons displacement; 606 feet long, 66 feet wide, 30 knots; completed 1917.

—Europe: 8,900 tons, about 13 knots; converted steamer.





[NO. 27.]

**SPECIAL ALLOWANCES FOR MAINTENANCE.**

**Executive Communication No. 130, proposing the bill, H. R. 6319,  
"Authorizing certain special allowances for maintenance to personnel of the Navy and Marine Corps."**

NAVY DEPARTMENT,  
Washington, May 9, 1921.

SIR: Since the passage of the deficiency act approved March 28, 1918, the naval appropriation act has carried authority for the Secretary of the Navy to make special allowances to officers who were assigned to duty which, in the absence of such allowances, would have required the payment of considerable sums out of their own pockets because of geographical location or the unusual character of the duty to be performed.

Such authority is contained in the appropriation "Pay, miscellaneous" for the fiscal year 1921 and was recommended for inclusion in the naval act for the fiscal year 1922. Because of the changed conditions and the very limited funds under the appropriation, advantage has been taken of this authority during the current year in a small number of very exceptional cases.

The pending naval bill makes no provision for the continuance of such allowances during the fiscal year 1922, but a case has just arisen in which, because of the expense involved, it may be impossible to assign to a particular duty an officer selected for that duty, because he is not in a position financially to pay the expenses required in connection therewith. Undoubtedly similar cases will continue to arise in the future and I therefore recommend legislation authorizing the payment of special allowances to officers and men serving under unusual conditions. If it appears advisable, a limitation might be placed upon the legislation to the effect that not more than \$25,000 shall be expended for such purpose in any one fiscal year.

The following is suggested as language which will accomplish the object desired:

That the Secretary of the Navy is authorized to grant special allowances for maintenance to officers and enlisted men of the Navy and Marine Corps serving under unusual conditions, to be paid from the appropriation "Pay, miscellaneous," or "Pay, Marine Corps," as the case may be.

Respectfully,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

The SPEAKER,  
*The House of Representatives, Washington, D. C.*

40185-21-No. 27-1

(211)



## SPECIAL ALLOWANCES FOR MAINTENANCE.

Executive Communication No. 130, proposing the bill, H. R. 130, authorizing certain special allowances for maintenance for personnel of the Navy and Marine Corps."

## NAVY DEPARTMENT.

Washington, May 8, 1931.

Since the passage of the deficiency act approved March 28, 1931, the naval appropriation act has carried authority for the Secretary of the Navy to make special allowances to officers who were engaged to duty which, in the absence of such allowances, would require the payment of considerable sums out of their own pockets because of geographical location or the unusual character of duty to be performed. Such authority is contained in the appropriation "Pay, miscellaneous," for the fiscal year 1931 and was recommended for inclusion in the naval act for the fiscal year 1932. Because of the changed conditions and the very limited funds under the appropriation, advantage has been taken of this authority during the current year in a small number of very exceptional cases. The pending naval bill makes no provision for the continuance of such allowances during the fiscal year 1932, but a case has just



[No. 28.]

**AND ALLOWANCES OF OFFICERS OF NAVAL DENTAL  
CORPS, WHO TAKE RANK UNDER ACT OF JULY 1, 1918.**

Executive Communication No. 131, proposing the bill, H. R. 6293, relating to the pay and allowances of officers of the Dental Corps of the Navy, and for other purposes."

**DEPARTMENT OF THE NAVY,  
Washington, May 14, 1921.**

DEAR MR. SPEAKER: There is inclosed herewith a proposed bill of a bill to give officers in the Dental Corps rank and pay from the date stated in their commissions, which is respectfully submitted for your consideration.

The act approved July 1, 1918 (40 Stat., 708), provides, among other things, that all officers now in the Dental Corps of the Navy, who may hereafter be appointed, shall take rank and precedence with officers of the Naval Medical Corps of the same rank according to the dates of their respective commissions or original appointments and shall receive the same pay and allowances as officers of corresponding rank and length of service in said Medical Corps up to and including the rank of lieutenant commander.

The Comptroller of the Treasury, in construing the language of the above act (25 Comp. Dec., 647), held that an officer of the Dental Corps who is advanced in rank as authorized by said act is not entitled to the increased pay and allowances therein provided for prior to the date of the approval of said act.

This decision, while probably warranted by the language of the act as noted, is contrary to the principles established by the act of March 4, 1913, for the purpose of correcting several conflicting decisions of the Comptroller of the Treasury extending over a period of more than fourteen years on the point of the date from which an officer of the Naval Service shall receive the pay and allowances of a grade to which he has been promoted. The proposed draft bill hereto attached is submitted for the purpose of placing officers of the Dental Corps promoted in accordance with the provisions of the act of July 1, 1918, to take rank from a date stated in their commissions prior to the date of said act in the same status as to rank, pay, and allowances as that provided by the act of March 4, 1913, for officers of the line and other staff corps and to avoid any discrimination against said officers of the Dental Corps in matters of pay by virtue of the decision of the Comptroller of the Treasury herein referred to.

Similar legislation was proposed and recommended by this department's letter of March 4, 1920, with the exception, however, that the bill as now proposed makes no reference to "individuals who may hereafter be appointed," which reference is not deemed necessary

for the reason that provision for such appointees is made by the act approved July 1, 1918.

In view of the foregoing, it is recommended that the proposed draft of bill hereto attached be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

A BILL To provide for the Dental Corps, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all officers in the Dental Corps of the Navy who have been heretofore, or may hereafter be, advanced in rank in accordance with the provisions of the act approved July 1, 1918, shall receive the pay and allowances of said rank from the date stated in their commissions.

[No. 29.]

**REAPPOINTMENT OF NAVAL OFFICERS WHO HAVE  
RESIGNED.**

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Report on the bill (H. R. 4977) "To authorize the President to reappoint in the Navy former officers of the Regular Navy who resigned subsequent to November 11, 1918."

**DEPARTMENT OF THE NAVY,  
Washington, May 12, 1921.**

to the **CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of April 28, 1921, inclosing a copy of a bill (H. R. 4977) "To authorize the President to reappoint in the Navy former officers of the Regular Navy who resigned subsequent to November 11, 1918," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the department does not favor said bill as now drawn.

The main objections to said bill as now drawn are that under its provisions former officers would be returned to the service in the permanent ranks held by them at date of resignation without examination as to professional and physical qualifications and, further, the precedence of such former officers upon reinstatement is not definitely fixed.

If it is the desire of Congress to enact legislation along the lines indicated, this department recommends that the following language adopted in lieu of the provisions of said bill:

That former officers of the Regular United States Navy who have resigned thereon since November 11, 1918, may be reinstated and recommissioned in the permanent grades or ranks formerly held by them: *Provided*, That each officer so reinstated shall take rank in the grade in which appointed in the same numerical position from head of the list as occupied by him on the date of resignation: *Provided further*, That all applications for reinstatement hereunder shall be submitted to a board of not more than seven officers for investigation and report to the Secretary of the Navy, as to merits of the candidates for reinstatement: *And provided further*, That no candidate shall be reinstated hereunder unless his application therefor has been approved by the Secretary of the Navy and he has successfully passed the professional, moral, and physical examinations now required by law for the grade in which he is to be reinstated.

Sincerely yours,

EDWIN DENBY,  
*Secretary of the Navy.*



[No. 30.]

**GILBERT SMITH GALBRAITH.**

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port on the bill (H. R. 1292) "For the relief of Gilbert Smith Galbraith, a commander on the active list of the United States Navy."

**DEPARTMENT OF THE NAVY,**  
Washington, May 12, 1921.

2 CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of April 28, 1921, inclosing a bill (H. R. 1292) "For the relief of Gilbert Smith Galbraith, a commander on the active list of the United States Navy," and requesting the views and recommendations of the department thereon, I have the honor to inform you that Gilbert Smith Galbraith was appointed a naval cadet on September 8, 1900, and was promoted in due course to the ranks of lieutenant (senior grade) and lieutenant. On January 7, 1908, he was commissioned a lieutenant commander, having qualified for promotion in accordance with the provisions of section 1494 of the Revised Statutes. On July 1, 1913, he was permanently commissioned a commander under the same provisions of law.

This officer is of the permanent Navy. He is not physically qualified to perform duties afloat, due to injuries received in the line of duty. It appears that the purpose of the proposed bill is to increase his chances for promotion. The department is opposed to the creation of further additional numbers on the Navy list. Furthermore, the proposed legislation is for the sole benefit of an individual whose record is not deemed to be of such exceptional merit as to warrant special preferment and hence it is of a class to which the department is opposed as not being for the best interests of the service generally. It is, therefore, recommended that the bill (H. R. 1292) not favorably considered.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*



**USE OF CERTAIN TITLES ON TABLETS AND OTHER  
MEMORIALS.**

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**Report on the bill (H. R. 5013) "To authorize the Secretary of the Navy to sanction the use of certain titles on tablets and other memorials."**

**DEPARTMENT OF THE NAVY,  
Washington, May 13, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES.**

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 3, 1921, inclosing a bill (H. R. 5013) "To authorize the Secretary of the Navy to sanction the use of certain titles on tablets and other memorials," and requesting the department's recommendations thereon, I have the honor to inform you that the proposed bill is identical in terms with a draft of bill submitted by this department by letter of January 13, 1921. In the above letter the department's recommendations were stated in the following language:

A number of instances have come to the attention of the department where persons in the naval service have been nominated for promotion or have otherwise become eligible for promotion prior to their demise, but owing to the exigencies of the service opportunity had not been afforded them for completing the legal requirements for promotion prior thereto. Other cases have come to the attention of the department where individuals have fulfilled all the legal requirements for promotion prior to their demise, but owing to the exigencies of the service either their commissions had not been confirmed or they had not been received by them through no fault of their own up to the date of their death.

The department feels, however, that some recognition should be given in such cases, but is of the opinion that Article II, section 2, of the Constitution of the United States, which requires all officers to be nominated by the President and confirmed by the Senate before they can be promoted to the next higher grade, does not permit of posthumous commissions, which opinion is amply supported by the opinion of the Attorney General in the case of Capt. Haynes (29 Op. Atty. Gen., 254) and his subsequent opinions (30 Op. Atty. Gen., 277, and Dec. 27, 1916), and the cases and opinions cited in each.

In view of the foregoing it appears that the most that can be done toward granting relief in such cases is for Congress to enact special legislation giving the heirs of the deceased the advantage of the war-risk insurance act and other measures providing for pecuniary relief, and that the most that can be done toward giving recognition in such cases is by granting the Secretary of the Navy authority to give official sanction to the placing upon such monuments, tablets, or other memorials as may be erected to these individuals the rank which they had earned.

The department therefore recommends that the proposed draft of a bill hereto attached be enacted.

I have the honor to renew the above recommendations with the hope that the proposed bill will be enacted into law at an early date.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*





**DISPOSITION OF SURPLUS LANDS.**

Report on the bills (H. R. 2490 and H. R. 2498) "Authorizing the disposition of certain lands, title to which was acquired by the United States for naval purposes during the war, which lands are no longer needed for naval purposes."

**NAVY DEPARTMENT,**

Washington, May 16, 1921.

MY DEAR MR. BUTLER: I have the honor to acknowledge receipt of your letter of the 12th instant inclosing two bills, H. R. 2490 and H. R. 2498, each of the Sixty-seventh Congress, first session, which relate to the disposition of certain lands acquired by the United States during the war that are no longer needed for naval purposes. You are advised that the subject matter of these two bills is substantially provided for in the provisions found in the act making appropriations for the naval service for the fiscal year ending June 1922, H. R. 4803, which act passed the House on April 28, 1921, was reported to the Senate on May 4, 1921, with certain amendments. These provisions will be found at page 13 beginning with 11 and page 14 of H. R. 4803 as reported to the Senate.

The only difference between the pending naval act, H. R. 4803, and H. R. 2490, that was submitted with your letter is that the naval act treats the disposition of lands to tracts taken over as an addition to naval training station, Great Lakes, Ill., tracts taken over as a for the navy mine depot, Yorktown, Va., and the tracts occupied by the so-called "East Camp," Hampton Roads, Va.

The department is of the opinion that the provisions found in the pending naval act, H. R. 4803, with respect to the disposition of lands acquired by the United States since April 6, 1917, are sufficiently broad and that accordingly no further action is needed in so far as naval service is concerned, in respect to the provisions found in H. R. 2490 and H. R. 2498.

Sincerely, yours,

R. E. COONTZ,  
*Acting Secretary.*

Hon. THOMAS S. BUTLER,  
*Chairman House Naval Committee,  
House of Representatives.*

DISPOSITION OF SURPLUS LANDS.

out of the bills H. R. 2490 and H. R. 2492, authorizing the disposition of certain lands, title to which was acquired by the United States for naval purposes during the war, which lands are no longer needed for naval purposes.

NAVY DEPARTMENT.

Washington, May 18, 1931.

Dear Mr. Butler: I have the honor to acknowledge receipt of your letter of the 12th instant inquiring about the H. R. 2490 and H. R. 2492, each of the Fifty-seventh Congress, first session, which relate to the disposition of certain lands acquired by the United States during the war that are no longer needed for naval purposes. We are advised that the subject matter of these two bills is substantially provided for in the provisions found in the act making appropriations for the naval service for the fiscal year 1931, H. R. 11, 1931, which was passed on April 22, 1931. These provisions will be found in part on beginning with and page 14 of H. R. 11, 1931 is reported to the Senate. The only difference between the provisions of H. R. 2490 and H. R. 2492 that was submitted with the bill is that the word "and"

[No. 33.]

JOSEPHINE H. BARIN.

Report on the bill (H. R. 514) "Authorizing the payment of an amount equal to six months' pay to Josephine H. Barin."

DEPARTMENT OF THE NAVY,  
Washington, May 17, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's report of May 6, 1921, inclosing a bill (H. R. 514) "Authorizing the payment of an amount equal to six months' pay to Josephine H. Barin," and requesting a report from the department thereon, I have the honor to inform you that the act of June 4, 1920 (41 Stat., 1000), making provision for the payment of six months' gratuity to designated dependent of any officer, enlisted man, or nurse on active list of the Regular Navy or Regular Marine Corps, or on retired list when on active duty, contains the following proviso: "That nothing in this section or in other existing legislation shall be construed as making the provisions of this section applicable to officers, enlisted men, or nurses of the forces of the Navy of the United States other than of the Regular Navy and the Marine Corps. \* \* \*

From the above it is evident that Congress intended to limit the payment of the six months' gratuity to the regular service and that benefits thereof should not be extended to the Naval Reserve. This fact is further evident from the provisions of the act of September 17, 1919 (41 Stat., 367), making similar provisions for the Regular Army.

For the foregoing reasons the department, as a matter of policy, does not recommend the enactment of the proposed bill.

Sincerely, yours,

R. E. COONTZ,  
*Acting Secretary of the Navy.*

[No. 33]

JOSEPHINE H. BARIN.

port on the bill (H. R. 514) "Authorizing the payment of an amount equal to six months' pay to Josephine H. Barin."

DEPARTMENT OF THE NAVY.

Washington, May 17, 1931.

CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

SIR: I have the honor to inform you that the act of June 4, 1929 (41 Stat., 1111), making provision for the payment of six months' gratuity to designated dependent of any officer, enlisted man, or nurse on active list of the Regular Navy or Regular Marine Corps, or on retired list when on active duty, contains the following proviso:

[No. 34.]

**CORNELIUS DUGAN.**

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**Report on the bill (H. R. 1290) "For the Relief of Cornelius Dugan."**

**DEPARTMENT OF THE NAVY,**  
Washington, May 17, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 1290), "For the relief of Cornelius Dugan," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the department is opposed to the enactment of the proposed bill, because Cornelius Dugan, upon his retirement as chief gunner, was advanced to rank with but after lieutenant (junior grade) under the act of March 3, 1899 (30 Stat., 1007), in recognition of his service during the Civil War, and there appears to be no good reason for his further advancement.

This department has been consistently opposed to legislation of the character of that proposed in the bill (H. R. 1290) in the case of any individual except in a specially meritorious case or to right an injustice. Inasmuch as the case of Cornelius Dugan can not be placed in that category, the department recommends that the bill H. R. 1290 be not enacted.

Sincerely, yours,

R. E. COONTZ,  
*Acting Secretary of the Navy.*



CORNELIUS DUGAN

For the Relief of ... (H. R. 1280)  
DEPARTMENT OF THE ARMY  
CHAIRMAN COMMITTEE ON ...  
My Dear Mr. Chairman: ...  
of May 8, 1931, enclosing ...  
Cornelius Dugan," and request ...  
the department thereon. I have ...  
sentiment is opposed to the ...  
Cornelius Dugan, upon his ...  
rank with post after ...  
Feb. 1, 1899 (30 Stat. 1007), ...  
Civil War, and there ...

**MILTON M. FENNER.**

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ort on the bill (H. R. 1887), "For the Relief of Milton M. Fenner."

**DEPARTMENT OF THE NAVY,**  
Washington, May 17, 1921.

1. **THOMAS S. BUTLER,**  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

**Y DEAR MR. BUTLER:** Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 1887) "For the relief of Milton M. Fenner," and requesting the views of the department thereon, I have the honor to state as follows:

Milton Marion Fenner was appointed midshipman in the Navy August 19, 1907, promoted to ensign March 7, 1912, and resigned on October 16, 1914, from the naval service. He was enrolled as a lieutenant (junior grade) in the Fleet Naval Reserve December 4, 1917, for a term of four years and was provisionally appointed a lieutenant in the Fleet Naval Reserve on March 6, 1918. He has performed duty ashore as an officer in the Fleet Naval Reserve for a period of about one year and seven months.

The record of Milton Marion Fenner further discloses that the department waived a physical disqualification in his case in May, 1914, with the understanding that he forward an undated resignation to the department to be dated and accepted if he were subsequently found incapacitated for service or for promotion. These conditions were accepted by Mr. Fenner, and he was accordingly commissioned an ensign in the Navy. Subsequently he requested that the conditions be changed so that it would be necessary for him to resign if he were found to be incapacitated to perform any of the duties assigned him. This request was disapproved by the department, and under date of September 21, 1914, he tendered his resignation as an ensign and requested that it be accepted immediately, much as he had no assurance that his status in the Naval Service would be permanent.

The department has been consistently opposed to legislation of the character proposed in the bill (H. R. 1887), except in specially meritorious cases, and in view of the fact that this case can not be placed in that category the department recommends that the bill (H. R. 1887) be not enacted.

Sincerely, yours,

**R. E. COONTZ,**  
*Acting Secretary of the Navy.*







[No. 36.]

**CLARENCE CAPPEL.**

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Report on the bill (H. R. 5122), "For the retirement of Clarence Cappel."

**DEPARTMENT OF THE NAVY,**  
Washington, May 17, 1921.

The **CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: With further reference to the committee's letter of May 3, 1921, inclosing a bill (H. R. 5122) "For the retirement of Clarence Cappel," and requesting the views and recommendations of the department thereon, I have to inform you that the records of this department show that Ensign Cappel, while on the active list in the Naval Reserve Force was assigned as a running mate, for promotion purposes, and officer of the Navy who was promoted to the temporary rank of lieutenant (junior grade) on June 1, 1918. Ensign Cappel became eligible for temporary promotion at the same time but was found not physically qualified for such promotion, he having been admitted to the naval hospital at Fort Lyons, Colo., on May 14, 1918, suffering from tuberculosis, chronic pulmonary. Subsequently he was transferred to the retired list by reason of his disability.

The purpose of the proposed bill is to assign him a higher rank on the retired list. The department does not consider that Ensign Cappel is now entitled to promotion to a rank for which he was not found qualified while on the active list. Furthermore, the proposed legislation is for the sole benefit of an individual whose record is not deemed to be of such exceptional merit as to warrant special preference, and hence, it is of a class to which the department is opposed as not being for the best interests of the service in general. It is, therefore, recommended that the bill (H. R. 5122) be not favorably considered.

Sincerely yours,

R. E. COONTZ,  
*Acting Secretary of the Navy.*



[No. 37.]

**BENJAMIN S. BERRY.**

Report on the bill (H. R. 2556) "To advance Capt. Benjamin S. Berry to the Permanent Rank of Major."

DEPARTMENT OF THE NAVY,  
Washington, May 18, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's report of May 6, 1921, inclosing a bill (H. R. 2556) "To advance Capt. Benjamin S. Berry to the permanent rank of major," and resting a report from the department thereon, I have the honor to inform you that the department indorses the proposed bill and recommends that it be given favorable consideration.

The purpose of this bill is to restore Capt. Benjamin S. Berry, United States Marine Corps, to the position on the permanent list of the Marine Corps which he would have held had he not been temporarily detached in May, 1910. Ever since that date Capt. Benjamin Berry has performed unusually meritorious services, so much so that he received the French croix de guerre with palm, and was also awarded the distinguished service cross by the commander in chief of the American Expeditionary Forces in France, for "he led his men in a gallant attack across open ground, and into the Bois de Neuville, France, northwest of Chateau Thierry, on the afternoon of May 6, 1918, inspiring them to deeds of valor by his example. When he reached the edge of the woods he fell, severely wounded. Nevertheless, he arose and made a final dash of 30 yards across through a storm of bullets and reached again the first wave of his command before yielding to exhaustion from his injury."

It is the opinion of the department that this act alone should atone and atone for any former mistake which he may have made, and that it would have a good effect upon the service in general because it became known that such deeds of valor as shown by this officer should atone for a former error. Besides this, however, Capt. Berry constantly performed his duties in an excellent manner since May, 1910.

In view of the foregoing, the department strongly recommends that the bill (H. R. 2556) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*



[No. 38.]

**RICHARD P. McCULLOUGH.**

**Report on the bill (H. R. 2558) "For the relief of Richard P. McCullough."**

**DEPARTMENT OF THE NAVY,  
Washington, May 18, 1921.**

The **CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 3, 1921, inclosing a bill (H. R. 2558) "For the relief of Richard P. McCullough, United States Navy," and requesting the views and recommendations of the department thereon, I have to inform you that similar bills for the relief of Richard P. McCullough have been before the department on a number of occasions.

On October 3, 1919, the department made a full and complete report of all the circumstances connected with this case and reiterated its previous recommendations in regard thereto. This report was addressed to the chairman, Committee on Naval Affairs, House of Representatives, and the department at this time renews the recommendations contained therein.

The proposed legislation is for the sole benefit of an individual whose record is not deemed to be of such exceptional merit as to warrant special preferment and, hence, it is of a class to which the department is opposed as not being for the best interests of the service in general. It is, therefore, recommended that the bill (H. R. 2558) be not favorably considered.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*



[No. 89.]

I. C. JOHNSON, JR.

Report on the bill (H. R. 1366) "For the relief of I. C. Johnson, jr."

**DEPARTMENT OF THE NAVY,  
Washington, May 19, 1921.**

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's report of May 3, 1921, inclosing a bill (H. R. 1366) "For the relief of I. C. Johnson, jr.," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows: The records in the case of Isaac C. Johnson, jr., show that he was appointed a naval cadet September 22, 1900; graduated from the Naval Academy February 1, 1906; appointed an ensign February 2, 1906; appointed lieutenant (junior grade) February 2, 1909; was nominated for promotion to lieutenant in March, 1909, but failed professionally on account of his lack of proficiency in navigation and was suspended from promotion for the period of one year, in accordance with the provisions of section 1505 of the Revised Statutes.

Just prior to the date of his failure to qualify professionally in his nomination for promotion to the grade of lieutenant there had been a number of cases where officers barely failed to make the mark required for promotion and where the department withheld action at that time, giving them the opportunity to demonstrate their professional fitness by means of another or, more aptly, further examination.

Such cases became so numerous, however, that it was decided to discontinue this practice and follow the provisions of section 1505 of the Revised Statutes strictly. Lieut. Commander Johnson was one of the first to be subjected to this new ruling, and while the margin of his failure was small, the department saw fit at that time to apply the law strictly to his case, and has not at any time since seen fit to seriously consider proposed legislation to restore to him the numbers lost or to make any restoration, even in part. To restore these lost numbers or any portion of them would create an embarrassing precedent and would no doubt be taken advantage of by any and all officers who had lost numbers under the same or similar circumstances. In view of the foregoing, the department does not recommend that bill (H. R. 1366) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

L. C. JOHNSON, JR.

For the relief of L. C. Johnson, jr.

DEPARTMENT OF THE NAVY  
Washington, May 19, 1921.

OFFICE OF THE SECRETARY OF THE NAVY

Washington, D. C.

Very truly yours,  
The Secretary of the Navy  
The Honorable L. C. Johnson, Jr.  
U. S. Navy  
Washington, D. C.



[No. 40.]

**MILES SWIFT.**

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**Report on the bill (H. R. 1827) "For the relief of Miles Swift."**

**DEPARTMENT OF THE NAVY,**  
Washington, May 19, 1921.

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 1827) "For the relief of Miles Swift," and requesting the consideration and report of the department thereon, I have the honor to inform you that the department adheres to the recommendations contained in its report of October 3, 1919, on a similar bill (H. R. 853), as follows:

The records of the department show that one Miles Swift enlisted in the Navy November 12, 1861, at Boston, Mass., for three years as third-class boy, and served on the *Ohio*, *Vermont*, *Flambeau*, and *New Ironsides*, to August 15, 1864, when he deserted.

The case of Swift is practically no different from that of a number of other cases in which members of the Navy deserted in the midst of hostilities and for which relief has been previously asked. It has been a constant practice of the department to disapprove all such cases and no special reason has been found to warrant the department changing this well-established practice.

In view of the foregoing, it is recommended that the bill (H. R. 1827) be not enacted.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*



MILES 23175

DEPARTMENT OF THE ARMY

FORMAN COMMITTEE ON LABOR

1. I have the honor to acknowledge the receipt of your letter of May 6, 1921, enclosing a bill for the sum of \$100.00, and in reply to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration.

[No. 41.]

**WARREN C. ISHAM.**

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**Report on the bill (H. R. 838) "For the relief of Warren C. Isham."**

**DEPARTMENT OF THE NAVY,  
Washington, May 19, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 838) "For the relief of Warren C. Isham," and requesting the department's views and recommendations thereon, I have the honor to inform you as follows:

Warren C. Isham enlisted in the Navy August 9, 1878, at New York, to serve during minority, until March 9, 1883, as second-class boy; served on the *Minnesota*, *Portsmouth*, *Powhatan*, and *Colorado* to December 15, 1881, when he deserted.

The department has been consistently opposed to legislation of this nature, except in those cases which can be classed as especially meritorious. From a careful examination of the record in this case, the department is of the opinion that it does not come within that category, and therefore recommends that the bill (H. R. 838) be not enacted.

Sincerely, yours,

**THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.***

40185—21—No. 41—1

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WARREN C LSHAW

us the bill: H. R. 838. For the relief of James M. Smith

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

...and the other is the fact that the system is not yet fully operational.

My Dear Mr. Chairman:

I am pleased to hear that you are interested in the work of the National Endowment for the Humanities. I am sure that you will find the work of the NEH to be of great value to the American people.

I am, very respectfully,  
Sincerely,  
W. Warren C. Isham, Jr.

[No. 42.]

**EDWARD D. BLACK.**

---

**Report on the bill (H. R. 1273) "For the relief of Edward D. Black."**

**DEPARTMENT OF THE NAVY,  
Washington, May 19, 1921.**

The **CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 1273) "For the relief of Edward D. Black," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

Edward D. Black enlisted in the Navy March 29, 1865, at Belfast, Me., for two years as landsman, and served on the *Rhode Island*, *North Carolina*, and *Vanderbilt*. He deserted October 9, 1865.

The record in this case does not disclose anything which would warrant it being given special consideration, and it is therefore recommended that in accordance with the consistent policy of the department in such cases the bill (H. R. 1273) be not enacted.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

40185—21—No. 42—1

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[No. 42.]

EDWARD D. BLACK.

Report on the bill (H. R. 1273) "For the relief of Edward D. Black."

DEPARTMENT OF THE NAVY,  
Washington, May 10, 1921.

CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.  
MY DEAR MR. CHAIRMAN: Replying further to the letter of May 6, 1921, inclosing a bill (H. R. 1273) "For the relief of Edward D. Black," and requesting the views and recommendations of the department thereon, I have the honor to inform you that Edward D. Black enlisted in the Navy March 28, 1888.

[No. 43.]

CAPT. D. H. TRIBOU.

Report on the bill (H. R. 3509) "For the relief of Capt. D. H. Tribou, Chaplain, U. S. Navy."

DEPARTMENT OF THE NAVY,  
Washington, May 19, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 3509) "For the relief of Capt. D. H. Tribou, chaplain, United States Navy," and requesting the department's consideration and report thereon, I have the honor to inform you that the proposed bill is identical in language with a draft of proposed legislation forwarded by this department on March 3, 1920, to the Speaker of the House of Representatives with the following accompanying report:

Chaplain Tribou was appointed March 29, 1919, as Victory loan officer for the Naval Home, Philadelphia, Pa., by the governor of said home, with the request that he take the necessary steps to inaugurate a detailed campaign with a view to obtaining as large a subscription as possible for this loan. In the course of the prosecution of the campaign for funds in connection with the home it became necessary for this officer to keep a considerable sum in bonds in an iron safe which was located in his quarters at the home, and while he was on temporary duty in Washington with the board of awards said safe was broken into and the bonds and other funds deposited therein stolen.

Although the board of investigation convened at the United States Naval Home, Philadelphia, Pa., by order of the commandant, fourth naval district, to inquire into the theft of Liberty bonds and cash from the safe in the quarters of the chaplain, United States Naval Home, Philadelphia, Pa., on or about October 7, 1919, found that Chaplain Tribou was in nowise criminally liable for this theft, he insisted that he be permitted to make restitution in the amount of the Victory bonds and funds deposited therein by beneficiaries of the home and others, which restitution has been made by him.

In view of the foregoing, the department recommends that the proposed bill (H. R. 3509) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[No. 44.]

**ELLEN M. WILLEY.**

Report on the bill (H. R. 5659) "For the relief of Ellen M. Willey."

**DEPARTMENT OF THE NAVY,**  
Washington, May 19, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 3, 1921, inclosing a bill (H. R. 5659) "For the relief of Ellen M. Willey," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The Department, in its reply to the letter of the Committee on Naval Affairs, United States Senate, inclosing Senate bill 1446, for the relief of Ellen M. Willey, on July 25, 1919, stated as follows:

A number of bills have been introduced in the Senate and the House of Representatives at different times since 1908 for the relief of Owen S. Willey, and subsequently for the relief of Ellen M. Willey, his widow.

The allegations forming the subject matter of these several bills have been carefully investigated and considered by the department upon each occasion, without developing any reason to warrant changing the opinion rendered in the premises in the first instance.

The department, in its letter to the chairman Committee on Naval Affairs, House of Representatives, February 26, 1919, concluded as follows:

"The object of this bill is to afford relief in an individual case as distinguished from all other cases of like character, and in the absence of specially meritorious circumstances the department is opposed to this class of legislation as not being for the best interests of the service."

No additional facts have been discovered in the meantime and the department again disapproves the relief sought through this bill (H. R. 5659).

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

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[No. 44]

ELLEN M. WILLEY.

on the bill (H. R. 5659) "For the relief of Ellen M. Willey."

DEPARTMENT OF THE NAVY,  
Washington, May 10, 1921.

CHIEF, COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

SIR: I have the honor to acknowledge the receipt of your letter of May 3, 1921, enclosing a bill (H. R. 5659) "For the relief of Ellen M. Willey," and requesting the views and recommendations of the Department. In reply to the letter of the Committee on Naval Affairs, United States Senate, enclosing Senate bill 1449, for the relief of Ellen M. Willey, on July 23, 1919, stated as follows:

"Under all bills have been introduced in the Senate and the House of Representatives at different times since 1800 for the relief of Owen S. Willey, and his widow, stated as Ellen M. Willey, his widow."

[No. 45.]

**WALTER H. ALLEN.**

port on the bill, H. R. 5960, "To reimburse Commander Walter H. Allen, civil engineer, United States Navy, for losses sustained while carrying out his duties."

**NAVY DEPARTMENT,**

Washington, May 20, 1921.

MY DEAR MR. BUTLER: Acknowledgment is made of your letter of the 12th forwarding for examination and opinion H. R. 5960, "To reimburse Commander Walter H. Allen, civil engineer, United States Navy, for losses sustained while carrying out his duties."

In reply I transmit herewith the recommendations of my predecessor on H. R. 12401, of the last Congress, an identical bill. For reasons there given, I am of the opinion that the bill should pass.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Assistant Secretary of the Navy.*

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

WASHINGTON, February 12, 1920.

MY DEAR MR. BUTLER: Acknowledgment is made of your letter of the 9th instant forwarding for comment and recommendation H. R. 12401, "To reimburse Commander H. Allen, civil engineer, United States Navy, for losses sustained while carrying out his duties."

Commander Allen was and is public works officer at the Great Lakes Training Station, North Chicago, Ill. He had been living off the reservation and was ordered to quarters within its limits. A house was assigned to him and his family, and surrendered the dwelling that he had been occupying and shipped his goods—furniture and personal and the effects of his wife and daughter—to the station. Upon their arrival the house assigned to him was not available for occupancy, and goods were stored in the only available place, on one of the upper floors of the public works office.

On July 31, 1919, the public works office was destroyed by fire and the property of Commander Allen was destroyed with it. Commander Allen was in no way responsible for the fire, which was probably caused by defective electric wiring. Commander Allen recovered a part of his loss from insurance and a part from the Bureau of Navigation. There remained unrecovered of the amount of loss estimated and claimed by him the sum of \$2,435.84, for which provision is made in the pending bill.

There is transmitted herewith a schedule, compiled from lists submitted by Commander Allen, showing how his losses were distributed and upon what classes of goods every loss was had and to what extent.

This information is submitted with the recommendation that Congress give to Commander Allen such relief as it may deem equitable under the circumstances.

Sincerely, yours,

FRANKLIN D. ROOSEVELT,  
*Acting Secretary.*

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

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WASHINGTON, *February 28, 1920.*

MY DEAR MR. BUTLER: Acknowledgment is made of your letter of the 20th instant asking more definite recommendation in the matter of H. R. 12401, for the relief of Commander Walter E. Allen.

The loss of all of Commander Allen's property was due to the fact that the dwelling which he had been ordered to occupy on the naval reservation was not ready for him. He has no legal claim against the Government for the balance of loss for which he has not received reimbursement, but the department believes that he has a strong equitable claim for all of it.

The department has no right to consider equitable claims, but the Congress has, and the department feels that this is a case in which Congress should exercise this power to the extent of the claim.

Sincerely, yours,

FRANKLIN D. ROOSEVELT,  
*Acting Secretary of the Navy.*

HON. THOMAS S. BUTLER, M. C.,  
*Chairman Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

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[No. 46.]

**JEROME E. MORSE.**

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the Bill (H. R. 5121) "For the Relief of Lieutenant Commander Jerome E. Morse, United States Navy, Retired."

**DEPARTMENT OF THE NAVY,**

Washington, May 25, 1921.

MAN COMMITTEE ON NAVAL AFFAIRS,

*House of Representatives.*

MR. CHAIRMAN: Replying further to the committee's May 3, 1921, inclosing a bill (H. R. 5121) for the relief of Commander Jerome E. Morse, United States Navy, retired, stating the views and recommendations of the department have the honor to inform you that similar bills for the relief of Commander Morse have been referred to this department a number of times for consideration and recommendation, and upon consideration the facts and circumstances bearing upon the case have been considered. Briefly stated, the material facts are as follows: On May 22, 1874, Lieut. Commander Morse was placed on the retired list on furlough pay (being slightly more than one-third of his active pay as a lieutenant, pursuant to the finding of a retiring board that he was incapacitated for the performance of his duties and that his disability did not originate in the line of duty. On June 17, 1874, President, by and with the advice and consent of the Senate, transferred Lieut. Morse from the furlough pay to the retired list under the provisions of section 1594, Revised Statutes, and he thereafter received one-half active duty sea pay. On June 10, 1875, he was transferred pursuant to the provisions of a special act approved on that date (32 Stat., 1444), from the half-pay to the 75 per cent retired list.

Previous reports on this case the department has expressed the opinion that there is nothing in his record of such a particularly meritorious nature as to warrant the enactment of special legislation in his favor.

A full report regarding the circumstances connected with the case has heretofore been furnished Congress and will be found in

House of Representatives Report No. 92, by the department of October 21, 1919, reporting on the bill H. R. 1973, and report reference is hereby made for more detailed information.

After careful reconsideration of the facts and circumstances of the case the department continues of the opinion previously expressed that favorable consideration of the bill H. R. 5121 is not warranted.

Sincerely yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

The department's report, to which reference is made in the foregoing letter, appears at page 3007 of the bound hearings of the Committee on Naval Affairs, Sixty-sixth Congress, second session, and is as follows:

[No. 92.]

MORSE, JEROME E.

DEPARTMENT OF THE NAVY,  
Washington, October 21, 1919.

MY DEAR MR. CHAIRMAN: In further reply to the committee's letter inclosing bill (H. R. 1973) for the relief of Lieut. Commander Jerome E. Morse, United States Navy, retired, requesting a report from the department thereon, I have the honor to inform you that under date of July 26, 1919, the department made the following comment and recommendations upon Senate bill 2088, for the relief of Lieut. Commander Jerome E. Morse, United States Navy, retired:

"The case of Lieut. Commander Morse has been referred to this department for consideration and recommendation a great many times and upon each occasion the facts and circumstances bearing upon the case have been reconsidered. In reply to the committee's letter inclosing bill (S. 1723) for the relief of Lieut. Commander Jerome E. Morse, United States Navy, retired, requesting the views and recommendations of the department thereon, which was before your committee for consideration May 10, 1917, the department set forth its views and recommendations as follows:

"Lieut. Morse entered the Naval Academy October 11, 1862, and graduated therefrom in June, 1866. During the Civil War, while a midshipman, he rendered active military duty on practice cruises against the enemy.

"On March 30, 1874, while a lieutenant, he was reported by a board of survey to be unfit for active duty by reason of progressive shortsightedness. Basing its opinion on the statement of the officer concerned, the board expressed the view that said disability originated in the service and in the line of duty.

"Thereafter, on July 2, 1874, Lieut. Morse appeared before a naval retiring board, which board, after a full consideration of the case, including the report of the board of survey, found that he "is incapacitated from performing the duties of his office; and the board further find that the incapacity did not originate in the line of duty, and recommend that Lieut. Morse be placed upon the retired list on furlough pay."

"The findings of the board were approved by the President, who directed that Lieut. Morse be placed upon the retired list on furlough pay (then slightly more than one-third of full pay), and he was, accordingly, placed upon said list from July 22, 1874, as a lieutenant.

"This was in conformity with the act of August 3, 1861 (12 Stat., 291), now section 1454 of the Revised Statutes, which reads as follows: "When said board finds that an officer is incapacitated for active service and that his incapacity is not the result of any incident of the service, such officer shall, if said decision is approved by the President, be retired from active service on furlough pay, or wholly retired from service with one year's pay, as the President may determine."

"On June 17, 1878, the President, by and with the advice and consent of the Senate, transferred Lieut. Morse from the furlough-pay to the retired-pay list, under the provisions of section 1594, Revised Statutes, which reads as follows: "The President, by and with the advice and consent of the Senate, may transfer any officer on the retired list from the furlough to the retired-pay list."

"This transfer was held by the accounting officers of the Treasury to entitle Lieut. Morse to half pay only.

"Section 1588, Revised Statutes, which regulated his pay, provides as follows: "The pay of all officers of the Navy who have been retired after forty-five years' service after reaching the age of sixty years, or who have been or may be retired after forty years' service, upon their own application to the President, or on attaining the age of sixty-two years, or on account of incapacity resulting from long and faithful service, from wounds or injuries received in the line of duty or from sickness or exposure therein, shall, when not on active duty, be equal to seventy-five per centum of the sea pay provided by this chapter for the grade or rank which they held, respectively, at the time of their retirement. The pay of all other officers on the retired list shall, when not on active duty, be equal to one-half the sea pay provided by this chapter for the grade or rank held by them, respectively, at the time of their retirement."

"Under the provisions of an act of Congress approved June 10, 1902 (32 Stat., 1444), Lieut. Morse was transferred from the half-pay list to the 75 per cent pay list of retired officers. That act reads as follows: "That the Secretary of the Navy be, and he is hereby, authorized and empowered to transfer Lieutenant Jerome E. Morse, of the retired list of the United States Navy, from the half-pay list to the seventy-five per centum pay list of retired officers, under section fifteen hundred and eighty-eight of the Revised Statutes of the United States; and the said transfer shall take effect as of the passage of this act."

"Thereafter Congress enacted the following (act of June 29, 1906, 34 Stat., 554):

"That any officer of the Navy not above the grade of captain who served with credit as an officer or as an enlisted man in the Regular or Volunteer forces during the Civil War prior to April ninth, eighteen hundred and sixty-five, otherwise than as a cadet, and whose name is borne on the Official Register of the Navy, and who has heretofore been, or may hereafter be, retired on account of wounds or disability incident to the service or on account of age or after forty years' service, may, in the discretion of the President, by and with the advice and consent of the Senate, be placed on the retired list of the Navy with the rank and retired pay of one grade above that actually held by him at the time of retirement: \* \* \*"

"Under this act the President, on January 18, 1907, nominated Lieut. Morse for advancement on the retired list to the grade of lieutenant commander, which nomination was confirmed by the Senate on January 23, 1907. It was accordingly held by the Comptroller of the Treasury, on September 20, 1907 (14 Comp. Dec., 161), that Mr. Morse was entitled to the pay of a lieutenant commander on the retired list.

"The theory upon which such advancement was made was that the act of June 10, 1902 (supra), had the effect of making Mr. Morse "an officer retired on account of disability originating in the line of duty from the date of the passage of said act."

"On March 13, 1909, however, the Attorney General, in the case of Assistant Engineer Jabez Burchard, United States Navy, retired, in which case the facts were practically identical with those in the Morse case, held (27 Op. A. G., 221), quoting from the syllabus:

"The act of 1906 (the special act placing Mr. Burchard on the 75 per centum pay list) did not change the fact that said officer was retired, however erroneous such action may have been, for incapacity not originating in the line of duty.

"It was accordingly held in Mr. Burchard's case that he was not entitled to an advance of one grade under the act of June 29, 1906.

"Thereupon, on March 29, 1909, the Comptroller of the Treasury, following the Burchard opinion, held that Mr. Morse was not entitled to advancement to the grade of lieutenant commander, and that the act of June 10, 1902 (supra), did not make him an officer 'retired on account of wounds or disabilities incident to the service.'"

"In view of the above opinion of the Attorney General, the advancement of Mr. Morse to be a lieutenant commander was canceled as having been erroneous and illegal, so that he is now in the status of a lieutenant on the retired list of the Navy, retired for disability not incident to the service, but receiving three-fourths pay on the retired list by virtue of the special act of June 10, 1902.

"From the foregoing it will be noted that though the incapacity of Lieut. Morse in 1874 was not the result of an incident of the service, he was retired on furlough pay when he might have, under the law, in the discretion of the President, been wholly retired from the service with one year's pay; that on June 17, 1878, he was transferred from the furlough to the retired pay list, on which list, under the law and circumstances of his case, he received one-half of active duty sea pay; and that on June 10, 1902, he was, by special act of Congress, transferred from the retired or half-pay list to the 75 per cent pay list of retired officers.

"In view of the foregoing, therefore, there is, in the opinion of the department, nothing in the record of Lieutenant Morse of such a particularly meritorious nature as to warrant the enactment of further special legislation in his favor. Favorable consideration of the bill (S. 1723) is not recommended."

"After a careful reconsideration of the facts and circumstances involved, the department continues of the opinion expressed in its letter of May 10, 1917, above quoted, and favorable consideration of the bill (S. 2088) is not recommended."

Sincerely, yours,

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*





**MAJ. ELLIS B. MILLER.**

**the Bill (H. R. 3117) "For the Relief of Major Ellis B. Miller."**

**DEPARTMENT OF THE NAVY,**

**Washington, May 25, 1921.**

**NAVY COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

**MR. CHAIRMAN:** Replying further to the committee's report of May 7, 1921, inclosing a bill (H. R. 3117) for the relief of Major Ellis B. Miller, and requesting the views and recommendations of the committee thereon, I have the honor to inform you that the committee endorses the purpose of the proposed bill and recommends its passage with the exception of the proviso relating to back pay and allowances.

The committee recommended that said proviso be stricken from the bill and be substituted therefor a provision to the following effect:

*That the said Ellis B. Miller shall be carried as an additional grade to which he may be appointed under this act, or at any time thereafter; And provided further, That the said Ellis B. Miller shall not by this act be entitled to any back pay or allowances of any kind.*

The report by the Major General Commandant, United States Marine Corps, regarding the circumstances connected with this case heretofore been furnished Congress and will be found printed in Report No. 1392, Sixty-sixth Congress, third session, being the report accompanying S. 1661, to which reference is hereby made for detailed information.

The committee most respectfully recommended that the proposed bill (H. R. 3117), as herein set forth, be enacted into law.

Very respectfully, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

For the report to which reference is made in the foregoing letter is

[House Report No. 1392, Sixty-sixth Congress, third session.]

The committee on Naval Affairs, to whom was referred the bill (S. 1661) for the relief of Major Ellis B. Miller, having had the same under consideration, report the following amendment, and as amended recommend that the bill

do pass after the enacting clause and insert the following:

*That the President of the United States be, and he is hereby, authorized to do so by and with the advice and consent of the Senate, commission Ellis B. Miller, lieutenant colonel in the United States Marine Corps, as of date of his appointment; Provided, That the said Ellis B. Miller shall take rank on the list of first lieutenants in the United States Marine Corps next after James K. Miller, who immediately preceded him on the list of first lieutenants on the said list.*

The bill for the relief of Maj. Ellis B. Miller (H. R. 5597) was introduced in the House of Representatives and referred to the Committee on Naval Affairs, upon which Maj. Miller testified and stated his case in detail. The committee, after careful consideration of the evidence, came to the conclusion that an injustice had been done and that the relief prayed for should be granted.

The following letter from the Major General Commandant of the United States Marine Corps to the Judge Advocate General sets forth the facts in the case:

JUNE 23, 1919.

From: The Major General Commandant.

To: Judge Advocate General.

Subject: Bill for relief of Maj. Ellis B. Miller, U. S. M. C.

1. A bill (S. 7106) similar to the attached bill was introduced into the Senate of the United States September 7, 1916, and upon being referred to this office by the department the following indorsement was placed thereon:

"\* \* \* By act of Congress approved May 13, 1908, the Marine Corps was increased and the promotion of a number of officers was provided for, including then First Lieut. Ellis B. Miller."

In October and November, 1908, the examinations of the officers of the Marine Corps on duty in the Philippine Islands were held, under the provisions of Navy Department General Order No. 36, dated December 10, 1906, this being the order then in force there, no superseding order having been received. Lieut. Miller was the last officer examined in the Philippines, due to the remoteness of his station at Polloc.

On September 28, 1908, Navy Department General Order No. 76 was substituted for the one mentioned above. No copy of this order was received by the president of the marine examining board until after the completion of the examinations of all the officers in the Philippines due for promotion. The chief change in the procedure under the new order involved the raising of the requirements for promotion so that a candidate was required to attain a mark of not less than 3.0 in each subject instead of a minimum of 2.5 allowed by the old order. The examining board consisted of Majs. John A. Lejeune, Thomas C. Treadwell, and Melville J. Shaw. The findings and recommendations of this board in the cases of all candidates that appeared before it, except Lieut. Miller, were approved by the department and the candidates were promoted. The findings in the case of Lieut. Miller were disapproved on the ground that he should have been examined under General Order No. 76 instead of under the old order.

In February, 1909, Lieut. Miller was directed by cable to proceed to the United States and report at Washington for reexamination. The board before which he appeared in Washington did not recommend him for promotion on account of a recent report for debt made by Mr. F. J. Smith, a military tailor of Annapolis, Md., which report was made in January, 1909, after Lieut. Miller had been examined in Manila found qualified, and recommended for promotion. As a result of this second examination, Lieut. Miller was suspended from promotion for one year, with a consequent loss of 14 numbers. He was again examined in 1910, found qualified, and promoted to captain with rank from May 13, 1909, and to fill a vacancy which occurred June 8, 1909.

Col. Lejeune, who was president of the examining board which examined the officer on duty in the Philippines, states that the examination of Lieut. Miller was held under exactly the same conditions as those of the other officers whose boards were approved by the Navy Department, and that a number of those officers whose boards were approved received marks of less than 3.0 in some subjects. He also states that General Order No. 76, dated September 28, 1908, which raised the minimum passing mark did not, through some mistake in transmission, reach the officers of the brigade in the Philippine Islands until February, 1909; that the board regarded Lieut. Miller as fully qualified to perform all the duties of the grade of captain, and he as president would have found him so qualified, and believes that the other two members of the board would also have found him qualified even had his examination been conducted in accordance with the provisions of the later order.

This office is of the opinion that Capt. Miller is, in view of the circumstances above set forth, entitled to relief. It happens that he has now made his number as major, and in order that his position on the list of officers of the Marine Corps may be definitely set forth if Congress passes an act for his relief it is recommended that the department express its approval of the inclosed bill with an amendment thereto as follows:

"Provided further, That the said Ellis B. Miller shall take rank on the list of majors in the Marine Corps next after James K. Tracy, the officer who immediately preceded him on the list of first lieutenants on May 13, 1908. \* \* \*

By order of the major general commandant:

CHAS. G. LONG.

C. B. CATES,

First Lieutenant, United States Marine Corps.

A bill for the relief of Maj. Ellis B. Miller passed the Senate on May 3, 1920, and in view of the facts as set forth in the above letter and the excellent record of the officer the committee believes that it is warranted in its findings and recommends that the bill as amended do pass.

**PROMOTION OF OFFICERS ON RETIRED LIST TO GRADES  
HELD BY THEM WHILE ON ACTIVE DUTY DURING WAR  
WITH GERMANY.**

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**Report on the Bill (H. R. 45) "For the Relief of Retired Commissioned and Warrant Officers of the United States Navy and Marine Corps Who Were Called into Active Service During the War With Germany and Promoted."**

**DEPARTMENT OF THE NAVY,  
Washington, May 25, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 4, 1921, inclosing a bill (H. R. 45) for the relief of retired commissioned and warrant officers of the United States Navy and Marine Corps who were called into active service during the war with Germany and promoted, and requesting the department's views thereon, I have the honor to inform you as follows:

The expansion of the service during the World War required a temporary increase of large proportions in the number of officers. Upon the termination of the emergency the service was reduced to the number actually deemed necessary on a peace basis and the number of officers was necessarily decreased accordingly. Those officers who had been temporarily advanced to higher grades and whose services in those higher grades were no longer needed, reverted to their permanent status in the lower grades. This rule was universal and was applied to officers on the active list as well as to those on the retired list.

The proposed bill, if enacted into law, would give to retired commissioned and warrant officers of the naval service a permanent status on the retired list in accordance with the higher rank held by them during the temporary emergency of the World War. The department does not believe that such special favor should be extended to retired officers if at the same time it can not be extended to officers on the active list. It is obvious that it would be impracticable, if not impossible, to extend the provisions of the proposed bill to officers on the active list.

In view of the foregoing, the department recommends that the proposed bill (H. R. 45) be not enacted.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

SECTION OF OFFICERS ON LISTED LIST TO GRADES  
BY THEM WHILE ON ACTIVE DUTY DURING WAR  
IN GERMANY.

part on the Bill (H. R. 45) "For the Relief  
and Warrant Officers of the United States  
Who Were Called into Active Service During the War With Ger-  
many and Promoted."

DEPARTMENT OF THE NAVY  
Washington, May 22, 1921

CHAIRMAN (COMMITTEE ON NAVAL AFFAIRS)  
House of Representatives  
Dear Mr. Chairman: Referring further to the committee's  
report of May 2, 1921, enclosing a bill (H. R. 45) for the relief of  
and commissioned and warrant officers of the United States  
Navy and Marine Corps who were called into active service during  
the war with Germany and promoted, and  
at a later session I have the honor to inform  
the expansion of the service during the  
period of large proportions in  
to the termination of the emergency the  
number actually deemed necessary on  
order of officers was necessarily reduced  
and who had been temporarily advanced  
in those higher grades were in

[No. 49.]

**COMPUTATION OF LONGEVITY PAY IN CASES OF RETIRED  
OFFICERS WHO PERFORMED ACTIVE DUTY DURING WAR  
WITH GERMANY.**

Report on the bill (H. R. 5353) "For the Relief of Retired Commissioned and Warrant Officers of the United States Navy and Marine Corps."

**DEPARTMENT OF THE NAVY,**  
Washington, May 25, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 4, 1921, inclosing a bill (H. R. 5353) for the relief of retired commissioned and warrant officers of the United States Navy and Marine Corps, and requesting the department's views thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to give credit for longevity-pay purposes to all retired commissioned and warrant officers of the naval service for active duty performed since date of retirement. Such credit is now allowed commissioned and warrant officers on the active list, and the department therefore approves of its extension to retired commissioned and warrant officers for active duty performed since retirement.

In view of the above the department recommends that the bill (H. R. 5353) be enacted.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

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[No. 18.]

REPUTATION OF LONGEVITY PAY IN CASES OF RETIRED  
OFFICERS WHO PERFORMED ACTIVE DUTY DURING WAR  
WITH GERMANY.

Report on the bill (H. R. 5353) "For the Relief of Retired Commis-  
sioned and Warrant Officers of the United States Navy and Marine  
Corps."

DEPARTMENT OF THE NAVY,  
Washington, May 25, 1921.

to CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.

MY DEAR MR. CHAIRMAN: Replying further to the committee's  
letter of May 4, 1921, inclosing a bill (H. R. 5353) for the relief of  
retired commissioned and warrant officers of the United States Navy  
and Marine Corps, and requesting the department's views thereon,

100-12-12-3214

[No. 50.]

**NAVAL HOSPITAL, SAN DIEGO, CALIF.**

on the Bill (H. R. 2492) "Authorizing the Secretary of the Navy to Continue and to Enlarge the Construction of the Naval Hospital at San Diego, Calif."

**NAVY DEPARTMENT,**

Washington, May 25, 1921.

DEAR MR. BUTLER: Your letter of the 12th instant, requesting comment and report on the bill (H. R. 2492) authorizing the Secretary of the Navy to continue and to enlarge the construction of the Naval Hospital at San Diego, Calif., has been received.

January 22, 1921, your committee heard Rear Admiral Stitt, Medical Corps, United States Navy, the Surgeon General of the Navy, on the merits of this proposed appropriation, and later introduced a bill H. R. 15896, in exactly the same language as H. R. 2492, for further consideration.

The subject matter of this bill appears as an accepted Senate amendment on page 25 of the naval appropriation bill (H. R. 4803). The necessity for this amendment is in the urgent need for a naval hospital at San Diego for the care of the personnel of the great fleet in the Pacific, and to immediately increase the hospital capacity there from 150 to 400 beds.

The urgent necessity for additional hospital facilities on the west coast is obvious; there are but two other naval hospitals on the west coast, one at Puget Sound with a capacity of 195 beds; the other at Mare Island with a capacity of 1,090 beds; at Mare Island the buildings, including the main buildings, are wooden structures and most of them are of the temporary war-time character and will last only a few years longer at great expense for repairs.

The naval hospital at Puget Sound is 835 miles from the naval hospital at Mare Island; and the present make-shift hospital at San Diego is 480 miles from Mare Island; this makes the transfer of patients from one to the other, to relieve overcrowding, impracticable. On account of these distances, each of the three hospitals is incapable of sufficient capacity to meet not only the normal needs of the respective naval stations, but also of the fleet, both Pacific and Atlantic.

In comparison with the east coast, where there are 15 naval hospitals with much greater bed capacity, it is seen that adequate provision has not yet been made on the west coast for the care of the fleet. The now divided fleet and increased naval importance of that fleet; Mare Island Hospital with 1,090 beds has had 1,078 patients; San Diego Hospital, occupying exposition and temporary wooden

buildings on the exposition grounds, has been caring for from 300 to 500 patients, with excess in tents.

San Diego is rapidly developing into an important naval base, and the present activities make necessary the increase in capacity, without delay. It is understood that the city of San Diego contemplates reopening the exposition, and it will be necessary to vacate the buildings now loaned to the Medical Department of the Navy in consequence.

Should the activities of the entire main fleet be transferred to the Pacific, the bed capacity of the three hospitals mentioned, and the hospital at Pearl Harbor, would be totally inadequate to care for the sick and wounded, even with this desired minimum increase of bed capacity at San Diego. The need for establishing a permanent hospital at San Diego, to which temporary expansion could be added in time of stress, is considered a matter of great importance.

With the entire approval of the Navy Department, the buildings can be completed in a few months after date of contract.

The Navy Department, however, while it considers the proposed permanent hospital at San Diego as set forth in the report above, does not consider that the appropriation for the full amount of the proposed hospital is necessary should be made the appropriation for the maintenance and operation of the vessels of the fleet and for the personnel of the fleet.

Sincerely, yours,

EDWIN DENBY.

HON. THOMAS S. BUTLER,

Chairman Committee on Naval Affairs,  
House of Representatives.



**RELIEF OF CONTRACTORS.**

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Hearings on the Bill H. R. 3149 (Later Amended and Reintroduced as H. R. 6678), "For the Relief of Contractors and Subcontractors, Including Material Men, for Work Under the Navy Department, and for Other Purposes,"

Before the

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, May 25, 1921.**

The committee met this day at 10.30 o'clock a. m. at the request of the chairman, Hon. Fred A. Britten, chairman of the Subcommittee on Yards and Docks, presided.

Mr. BRITTEN. The Secretary of the Navy has sent a letter to the chairman dated April 21, 1921, giving his recommendations on this bill, H. R. 3149, and I think for the benefit of the new members of the committee the Secretary's letter might well be read.

(The letter referred to follows:)

NAVY DEPARTMENT,  
Washington, April 21, 1921.

MY DEAR MR. BUTLER: Acknowledgment is made of your letter of the 21st instant, referring for my comment and recommendation, H. R. 3149, a bill "For the relief of contractors and subcontractors, including material men, for work under the Navy Department, and for other purposes." This bill is identical with H. R. 13706, of the last Congress, which was the subject of extended hearings before your committee, where the facts were fully presented.

I shall therefore confine myself to general comment, and an expression of my opinion as to the merits of legislation of this nature. Primarily I am in favor of opening every avenue practicable to do justice to those who worked faithfully on this side toward the winning of the war, and, in using the word "justice," I intend to exclude every attempt at extortion against the Government. I believe in recognizing the difficulties under which contractors labored; difficulties which constantly increased, and which could hardly be foreseen from day to day. At the same time I believe in throwing around the settlement of claims every safeguard which may be necessary to protect interests of the Government.

The first section of the bill deals with increases in the cost of labor and material and difficulties in obtaining material. During the early war period masses of inexperienced men came into the shipyards and munition plants. It was a transitory class of labor, inefficient, and always seeking the highest wage. The turnover was ruinous. It soon became evident that it must be controlled in some way if the Government were to get results in its war program. Labor boards of various sorts were created, all by Executive action, and from time to time they fixed wages in many trades or in localities. The wage trend was always upward, and, while labor to a great extent was stabilized, the right of individual bargaining was taken away from contractors. It is impossible to say whether conditions would have been better or worse had these Government boards not intervened; but intervene they did.

The contractor with a fixed-price contract found himself in a difficult situation. He was forced by orders, if a shipbuilder, to pay the established rate on cost-plus work, and as a resultant was compelled to pay the same rate on his fixed-price work, while on the latter no allowance could lawfully be made to him. If constructing a

public work, he perhaps found himself sandwiched between a cost-plus housing project and a cost-plus shipyard. He was hamstrung from the beginning. There are instances of contractors in perfect harmony with their men who were forced to raise wages by orders of the National War Labor Board—the Taft-Walsh Board—because the employees of other contractors in the locality demanded it or outside influences were brought to bear. I am strongly in favor of permitting contractors who found themselves in this unfortunate position to show that they are entitled to be relieved from their losses and of making provision for such relief.

The material market came under even more rigid supervision than the labor market. The War Industries Board not only undertook to place prices on commodities but fixed the order in which they should be manufactured, according to the exigencies of the Government in the prosecution of the war. Prices were not stable, and material costs increased above those anticipated at the time of contract; and these increases were not made in compliance with the law of supply and demand, but by the mandate of a Government agency which often acted for short periods and without warning.

The priority situation was no better for the contractor. Having placed his order with the mill with full confidence that his priority order would see him through in time, he was later met with a new priority order held by another contractor, which relegated him to the rear. There are many instances where his finished article was seized by another agency of the Government, because the greater need lay there. In this class also I believe that justice should be done to the contractor who suffered loss by the condition which was forced upon him and which he could not have foreseen.

The second section of the bill permits the Secretary to make payments where written promises were made to contractors involving the performance of their contracts. In the stress of war it was not always possible to throw around the work the formalities required by the accounting laws. Orders given and followed in good faith have been held void by the accounting officers because not considered to be in accordance with the terms of the contracts under consideration. The accounting system is rigid, and could not yield to the exigencies of the situation as it appeared to the administrative officers. It is not believed that the accounting officers exercised any undue supervision of administrative work. So long as existing law is on the books they could hardly have done other than they have done. But it is believed that legality should be given to the orders issued in good faith by the administrative officers in their anxiety to meet war conditions which could not have been foreseen when contracts were made, and to permit payment where funds are available. If funds are not available, authority should be given to report the facts to Congress for appropriation. In this connection it will be recalled that after the armistice Congress withdrew many millions of war appropriations which had previously been made, and which were available when the orders here in question were issued.

The third section of the bill relates to liquidated damages. It is true that, with slight exception, no department head has authority to remit liquidated damages as stated in a contract. Time may be extended for causes mentioned in the contract, but equities may not intervene. Most of the claims under this section are public-works cases. The provisions of the contracts were more or less rigid, much on the prewar basis. A failure to get material, even when this failure was caused by another Government activity, has been held by the comptroller to be no cause for remission of liquidated damages. I believe that justice requires the remission of these claims of the Government in proper cases.

The fourth section of the bill carries an appropriation of \$50,000 for the cost of its execution. I believe that this should be increased to \$100,000. It is impossible to say how many claims will be presented and must be examined if this bill becomes a law. Lacking the authority to settle them, no complete account has been kept of them. A summary was sent to the committee at the last session, but this did not pretend to be complete. It is probable that the major claims were included and many minor claims omitted. It is probable that many claims can be compromised across the table, and will need no expert accounting. It will cost the Government less to be liberal in such settlements than to stand the cost of accounting. But some accounting must be had, and such work is very expensive. Outside of this the cost would be limited to supplies and to clerical and some technical assistance.

Summing up, I wish to express the hope that the Congress will promptly pass legislation of the substance submitted. The form is not so important as is the closing of these controversies, closing them with honor to the Government and justice to its citizens.

Sincerely, yours,

EDWIN DENBY, *Secretary of the Navy.*

Hon. THOMAS S. BUTLER,  
Chairman Committee on Naval Affairs,  
House of Representatives, United States.

ments of Rear Admiral CHARLES W. PARKS, Chief of the Bureau of Ordnance and Docks, and Mr. PHILIP WALKER, Office of the Solicitor, Navy Department.

BRITTEN. Admiral, before you proceed with this bill, section 1, you have had a lot of time to go over this matter and look into the character of the various claims before your bureau, and I am wondering whether you have some corrections or amendments to put in the new bill for the protection of the Government.

PADGETT. Suppose you take up section 1 and go over that and there are any changes in that section, and then take up section 2 so on.

BRITTEN. Section 1 reads as follows:

*Enacted by the Senate and House of Representatives of the United States of America now assembled, That the Secretary of the Navy, under such regulations as he may prescribe, is hereby authorized and directed to receive and investigate claims, submitted under oath and filed with the Navy Department within 60 days from the date of this act, looking to reimbursement of contractors, through appropriations made by Congress for that purpose, upon estimates furnished by the Secretary of the Navy as to time, for actual losses under fixed-price contracts occurring after April 6, 1917, and not including losses of anticipated profits, which actual losses have been sustained by the action of Government agencies after the date upon which such claims were entered into and which have arisen under contracts made between April 6, 1917, and November 11, 1918, or under contracts which were due for completion after April 6, 1917, either by the terms of the contracts or authorized extensions*

*the Secretary shall reject claims for losses arising from loss or cancellation of commercial business resulting from mandatory orders placed by the Navy Department or under fixed-price contracts made by or under the authority of the Secretary of the Navy and which were entered into with the Navy Department; and claims based upon any contract modified or canceled in whole or in part, the terms of which modification or cancellation shall have been agreed upon by the parties to the contract since November 11, 1918; but execution of a final voucher or release under the provisions of a contract shall not bar the claimant from relief under this act if he is otherwise entitled*

*In case the performance of the contract by any contractor as contemplated in the contract was not completed prior to the passage of this act, the claimant may file a preliminary claim within 60 days after the passage hereof and may thereafter, within 30 days after the completion of work under such contract, file final claim. As a condition precedent to such investigation the Secretary shall first require each claimant to submit an affidavit that he did not make a net profit of 6 per cent on the entire volume of work done with or for the United States Government upon contract entered into during the period between April 6, 1917, and June 30, 1919, or that were due for completion after April 6, 1917, either by the terms of the contracts or authorized extensions*

*The word "contractors" shall be deemed to include subcontractors and other persons or firms who may present their claims either directly to the Secretary of the Navy or through their respective contractors. The Secretary of the Navy, for the purpose of this investigation, shall have the right to summon witnesses and examine them under oath, acting either in person or through such agencies as he may establish. He may require the claimant to exhibit his books and papers, and may, within his discretion, submit affidavits of the claimant to the Secretary of the Treasury to be compared with income-tax or other returns from the claimant on file in the Treasury Department whenever it shall be found by the Secretary of the Treasury that there is a discrepancy. He shall notify the Secretary of the Navy that the affidavit appears to be true, and whenever the discrepancy appears to be of such nature as to warrant investigation he shall make the necessary reference to the Department of Justice.*

McCLINTIC. Mr. Chairman, is it your idea to allow amendments to be offered as you read the bill or wait until you conclude?

BRITTEN. I think it would be a very good idea for each member to offer his suggestions as amendments as we go through the different sections of the bill.

Mr. McCLINTIC. Then, I want to ask you why is it necessary (page 2, line 16, to put this language in the bill:

but execution of a final voucher or release under the provisions of a contract shall bar the claimant from relief under this act if he is otherwise entitled thereto.

Do you not realize that if we open the doors in this bill that contractor, although he has had a settlement, is liable to figure out that there was something he overlooked and bring up another claim to the Secretary thereby never bringing the matter to an end?

Mr. BRITTEN. Here is what was called to the attention of the committee, Mr. McClintic. There were numberless cases where the department wanted to settle with a contractor in full and to waive liquidated damages for delay caused by governmental action. The department itself could not waive that damage for delay although the Government was responsible for it, so the contractor rather than be held up in his final settlement accepted the best settlement he could get from the bureau chief. In other words, he took what he could get because the comptroller would not allow the bureau chief to settle in full or the comptroller would not allow the bureau chief to waive damages for delay caused by governmental action, so the contractor took what he could get and gave a receipt in full. The committee thought then that where such cases had occurred and the contractor had a just and valid claim, the mere fact that he was a good fellow and took what he could get rather than wait an indefinite period, should not cause him to suffer and pay a penalty because of the forced settlement made at that time. Do you get my point?

Mr. McCLINTIC. Yes.

Mr. BRITTEN. Of course, he has settled in full and legally he has no claim against the Government. He had to accept the comptroller's ruling or he could not get his settlement. So he did accept it and called it closed. Where a man has made a settlement of that kind and has suffered a loss because of direct governmental action, I think he ought to be permitted to come in with his claim and show that he did suffer a loss through governmental action, and be paid accordingly, provided he has not made 6 per cent on his contract with the Government.

Mr. McCLINTIC. I realize it is pretty hard to differentiate between different kinds of contractors, and it was my thought that there might be some who would take advantage of the situation presented by this section in the bill and give us a lot of trouble in the future.

Mr. BRITTEN. We are not appropriating anything for them, you know, and any settlement which is made, where money has not been appropriated for a specified purpose or contract, will have to come to Congress again, and the question of an appropriation for the settlement of claim No. 140 or otherwise, where the contractor might be Herreschoff, the shipbuilder, or some one else, will of course then be fully considered——

Mr. McCLINTIC (interposing). The majority of those who had contracts with the Government during the war made huge profits and you hear of very few losses, and it was my thought that if we were to open up the gates and fix it so that those who had already obtained a final settlement with the Government could come in with another claim, we would have no end of trouble in the future.

Mr. BRITTEN. We did not think that way about it. I am willing to do whatever the majority of the committee suggest, of course, but I feel this way about it: Where a contractor has shown a disposition to treat the Government fairly and has accepted the best settlement he could get, although it promoted an actual loss in dollars and cents to him, yet he said, "Very well, I will accept and give you receipt in full, but I will never do any more work for the Government," I think where that type of man has suffered——

Mr. McCLINTIC (interposing). That argument does not go very far with me because the Government will never have any trouble in setting concerns to make contracts with them.

Mr. BRITTEN. Oh, yes; the Government does have that trouble right along.

Mr. McCLINTIC. I do not know of any such case.

Mr. BRITTEN. Because of decisions of the comptroller in holding up contractors.

Mr. McCLINTIC. The Government's obligations have always been good.

Mr. BRITTEN. However, that is a matter of opinion and if you want to offer a motion to strike that language out, the committee will consider it.

Mr. DARROW. Does not the limitation of 6 per cent profit cover that?

The CHAIRMAN. There are cases where men who had dealt with the Government honestly had to have the money and they released the Government in order to get the money.

Mr. DARROW. The limitation of 6 per cent eliminates the man who has made a big profit.

Mr. McCLINTIC. I think we can pass the matter temporarily.

Mr. BRITTEN. Suppose we ask Admiral Parks about that very sentence in the bill.

Mr. O'CONNOR. Why not give these claimants a right of action in the courts and let them proceed to prove up their cases there?

Mr. BRITTEN. Mr. O'Connor, I am sure that where a man has a just claim against the Government——

Mr. O'CONNOR. Who is to determine whether it is just or not?

Mr. BRITTEN. We have had cases where a contractor, for instance, had a contract to build a tug and he had his mechanical equipment or the engine ready to go into that tug, and along would come another governmental agency and take the engine away from him because they needed it at some other place. It may have been one through the War Industries Board or through some priority order or otherwise, but they take the engine away from him when it is ready to install it and complete the ship on contract time. He does not worry about that but goes and gets another engine and is delayed 35 or 40 days in the completion of his work. The bureau chief, under whom he has his contract, realizes that the Government is responsible for that delay and the bureau says, "We will waive the damages for 30 days at \$100 a day, or \$3,000, and we are going to pay you in full," and they give him a voucher in full, and the comptroller says, "You can not waive that liquidated damage; you have no authority under the law to do that; and his contract must be assessed for that delay." We have all sorts of cases just like that, where the Army came in and took the Navy

contractor's material because they needed it in France or some place else, and the Navy contractor was delayed, of course, in the completion of his work. Under the comptroller's decision, the Navy Department had to assess damages for that delay. Surely, you do not want to send that man into the Court of Claims and have him wait anywhere from 1 to 10 or 15 years for his money.

The CHAIRMAN. It is a question whether or not he would have any standing in the Court of Claims.

Mr. O'CONNOR. I did not say send him to the Court of Claims. I said give him a right of action in the courts.

Mr. PADGETT. If you will permit me, I think the best answer to that is that the Secretary of the Navy with the bureau chiefs and the officials who are cognizant and acquainted with all the facts and circumstances are more competent and better qualified to protect the Government than the Court of Claims would be with a mixed lot of indefinite witnesses that come to deal with it, and I would rather risk the department with the bureau chiefs than the Court of Claims with a lot of promiscuous witnesses.

Mr. O'CONNOR. I did not suggest the Court of Claims specifically.

Mr. PADGETT. Any other court would be still worse.

Mr. O'CONNOR. The process described by Mr. Britten is analogous to a judicial proceeding, only not as efficacious.

Mr. BRITTEN. Mr. O'Connor, let me suggest another case. Here is a contractor building some magazines, and when we got into the war it became necessary to protect our property from anarchists and all sorts of individuals who would blow up wharves and docks and magazines and everything else, if they had a chance. The Navy Department wrote a letter to the contractor and required him to put a certain kind of fence around those buildings, which was not provided for in the contract, and told him to submit his proposal on it. The contractor did that, and we will say, for instance, that the fence cost \$7,000. The Navy Department made a supplemental agreement with him, which he signed and which was signed by the Secretary of the Navy and by the bureau chiefs. Now, that certainly was high enough authority for a contractor, and yet the comptroller holds that the Navy Department can not pay that \$7,000.

Mr. O'Connor. I do not think there is any dispute about that, Mr. Britten. The only purpose is to have a judicial ascertainment of the facts which you state are facts.

Mr. BRITTEN. Let me carry your point a little further. This man had a contract signed by the Secretary of the Navy and by the bureau chief and by himself for that fence at \$7,000, and the comptroller holds that the Navy Department got nothing extra, that the property was simply protected and the man might have just as well protected it for himself as well as for the Government, and that the department can not pay the \$7,000. Would you say to the man who has a contract of that kind that he ought to go into the courts for that \$7,000?

Mr. O'CONNOR. The comptroller practically said so.

Mr. BRITTEN. No; he did not say he should go into the courts.

Mr. O'CONNOR. And without a full knowledge of the facts I would hate to review his action. It all goes back to what Mr. Padgett just said. The officials of the Navy Department know all about the facts and in all probability could render a more satisfactory judgment than could be rendered through the courts.

Mr. BRITTEN. The Secretary of the Navy has requested the passage of this bill in order that he might settle with just such contractors. The Navy Department wants to settle with them. The Navy Department is not evading the issue.

Mr. O'CONNOR. I was not considering that at all; I was simply looking at it from the standpoint of how the matter should be presented.

Mr. STEPHENS. There are two sides to the proposition, and one is the moral side and the other is the legal side.

Mr. BRITTEN. This would be legal among men in any court in the land.

Mr. MCCLINTIC. I would like to ask you a question, Mr. Chairman. When the Secretary made a complete settlement with these different contractors, was there any statement given that any particular contractor to the effect that later on there would be legislation passed so that he would be allowed to present a claim to the Navy Department?

Mr. BRITTEN. Yes; there are many contracts still not settled, waiting the passage of this bill.

Mr. MCCLINTIC. But did the officials of the Navy make any statement to the contractor which would give him the hope that in the future his claim would be allowed? I would like to have the admiral answer that.

Admiral PARKS. I do not think any statement of that kind was made in a case where an unqualified release has been given, but in case of qualified releases, he has been given the hope that he would have some legislation that would permit those matters to be properly considered.

Mr. MCCLINTIC. The reason I ask you that question was to show that there are a number of claimants or contractors who have already settled, and do not expect to receive from the Navy any additional money.

Mr. BRITTEN. I think you are entirely correct.

Mr. MCCLINTIC. I think we ought to differentiate that class.

The CHAIRMAN. Let me commend to you, Mr. McClintic, the care that Admiral Parks always gives to all such claims, and I feel, knowing him as I have for many years, that the matter will be very safe in his hands.

Mr. MCCLINTIC. I have the highest regard for the admiral and I was simply opening up the subject with the hope that we could save a lot of trouble in the future.

The CHAIRMAN. This does not bind the Government in any way to pay such claims but only authorizes the submission of them to the Navy Department, and then they will be passed on by Admiral Parks and others.

Mr. PADGETT. I think your statement about this provision not creating any obligation is a little too broad. Under this provision after a settlement is made it would come before the Congress as an audited claim and would carry with it all the force of an audited claim.

The CHAIRMAN. But it would not require the Navy Department to reach a conclusion in favor of the claimant.

Mr. PADGETT. No; but after it is once settled, it would come before Congress as an audited claim.

Mr. BRITTEN. This provision merely authorizes the department to consider the claims and does not authorize the payment of them.

Mr. McCLINTIC. I am willing to pass it for the present, but I want to ask you another question. Does this bill take care of those cost-plus contracts.

Mr. BRITTEN. It is pretty hard to conceive how there could be a loss on a cost-plus contract or where a contractor failed to make his cost-plus fee.

Mr. McCLINTIC. If he thought he overlooked something, he could come in under this particular section and present a claim for that.

Mr. BRITTEN. Provided he made less than 6 per cent or had sustained an actual loss on his contract.

Mr. PADGETT. If it is a cost-plus contract it is impossible to have a loss, because the contractor charges the cost up to the Government and then the Government pays him his percentage.

Admiral PARKS. Page 1, line 10, provides for actual losses under fixed-price contracts. This is limited to fixed-price contracts.

Mr. McCLINTIC. Then nothing that would originate from a cost-plus contract would be germane.

Admiral PARKS. It would not be germane to section 1.

Mr. DRANE. This language would bar it.

Mr. BRITTEN. Admiral Parks, have you any suggestions to offer as amendments to section 1 that will fortify or more strongly protect the Government's position in the premises?

Admiral PARKS. At the last hearing it was suggested that the action of governmental agencies be made a little more specific; that it should include the sovereign acts of the Government as well as the contractual acts. The court has ruled that the acts of the priority commission and of the Labor Board and of the Railroad Administration were sovereign acts of the Government, under which the contractors could not claim relief, so I suggested before, and I renew the suggestion at this time, "brought about by the action of Government agencies, sovereign or otherwise"—on page 2, line 1.

Mr. PADGETT. Would not the word "sovereign" come in better after agency?

Admiral PARKS. Yes; that is my suggestions. A large part of the delay has been due to priorities. The priorities were A, B, etc., A1, A2, B1, AA, and the work in which I am particularly interested was generally called not better than A5; that is, the priority for the construction of the ways upon which a ship was to be built would be A5 while the construction of the ship would be A1. Both of those contracts, the ways and the ships, would require similar material to a certain extent, and that material might be delivered for the ship construction under an A1 priority while the contractor for the ways was waiting for the same material under an A5 priority.

Mr. PADGETT. And the board that fixed that expected you to build the ship in advance of the ways.

Admiral PARKS. It sometimes looked like that. But that was a sovereign act, fixing that priority. The matter has been fully stated, I think, by the chairman, in the matter of bringing in the priority of an earlier number after the material was finished and ready for delivery, and it had to be, of course, immediately released to the priority of the earlier number. We had pumps, among other things, and the Army was buying pumps, the Shipping Board was buying



, and we had our inspectors in the same factory. Sometimes rank of the man had something to do with whether the delivery was made on a priority order or not. I have one case in mind at the works where there were two priorities of the same number, and the statement made to me was that the Army got the pump because the inspector had the rank of colonel. I have had to assess damages to my contractor for not delivering his pump in time to meet the order of his contract. The same thing occurred with lathes in Cincinnati that were ready to be shipped at the time the man entered the contract. He had them in stock but before he could deliver an earlier priority came in and they were taken for another use. When he made that contract he had a perfect right to insist that he could ship immediately, that he could make a short delivery, and yet they were taken under an earlier priority and he had to manufacture to fill his order.

PADGETT. And you were compelled under your contract and the ruling of the comptroller to assess damages for his failure to deliver the lathes that were taken under that priority order through exercise of a sovereign power by the Government.

ADMIRAL PARKS. Exactly. The unfortunate thing, I believe, is that your contract is worded. Paragraph 14 of the general specification reads:

Unavoidable delays: Unavoidable delays are such as result from causes which are outside the control of the contractor, such as acts of Providence, fortuitous events, fire, accidents, abnormal conditions of weather or tides or strikes, of such scope as to interfere materially with the progress of the work. Delays caused by the Government will be regarded as unavoidable delays.

We are all right up to that point, but the next sentence is the one that causes the trouble:

Delays in securing delivery of materials or by rejection of materials on inspection or changes in market conditions or by necessary time taken in submitting, checking, correcting drawings or inspecting materials or by similar causes will not be regarded as unavoidable.

I have said that an act of the Government makes it unavoidable, even without bringing the Government into the next sentence, that the delay is not unavoidable.

BRITTEN. So that changes of market conditions and delays in delivery of material are not unavoidable.

ADMIRAL PARKS. Legally, they can not be considered in the settlement of these contracts to secure a remission of damages.

BRITTEN. And as I understood it, Admiral, most of the claims that will come in under this bill will be where the Government has liquidated damages and where the department desired to have liquidated damages but the comptroller would not permit said that could not be done under the law; is that correct?

ADMIRAL PARKS. That would be under section 3. Under section 1 the claims reserved will amount, I think, to more than the liquidated damages. Since the last hearing I have taken qualified releases on contracts amounting to \$156,481.87. Those are claims that are reserved for future consideration.

McCLINTIC. In other words, they have been given assurance that they will have the right to be heard.

ADMIRAL PARKS. The right to be heard

**Mr. McCLINTIC.** Mr. Chairman, in view of the admiral's statement that certain contractors have been given assurances they will have the right to be heard, and others have not, I think we could amend this bill on page 2, line 16, and have it read:

but execution of a final voucher or release under the provisions of a contract shall not bar a claimant who has been given an assurance that the settlement made was not final.

I think that would take care of the situation.

**Mr. BRITTEN.** Personally, I would much rather give the same consideration to a contractor who has settled, without that qualification.

**Mr. McCLINTIC.** I want to vote for the bill, but I do not want to throw the gates wide open and fix it so that we will have trouble for the next 10 years in settling these claims.

**Mr. BRITTEN.** We have been very careful about molding the various sections of this bill so it will be just as tight as possible for the protection of the Government. We have not thrown the gates wide open so that verbal contracts and implied contracts and verbal directions, etc., could be construed as a contract and used by the claimant. They must have been written contracts. The War Department bill, the bill you voted for, the Dent bill, was very much wider than this in reference to the settlements of the claimants with the War Department.

**Mr. McCLINTIC.** I do not remember the conditions in the Dent bill, but in view of the statement made by Admiral Parks I think I will offer this as a substitute.

**Mr. BRITTEN.** We will take that up later.

**Mr. PADGETT.** I want to ask Admiral Parks a question, please. On page 2, after the words, "Government agencies," you suggest on account of a judicial construction the insertion of the words "sovereign or otherwise," and I want to ask you if you should not also insert after "sovereign or otherwise" "and not by the fault or negligence of the contractor," so as to have an affirmative statement in there excluding any losses that may have occurred by the fault or the negligence of the contractor?

**The CHAIRMAN.** I had thought of that.

**Mr. PADGETT.** So the bill would read:

For actual losses under fixed price contracts occurring after April 6, 1917, but not including losses of anticipated profits, which actual losses have been brought about by the action of Government agencies, sovereign or otherwise, and not by the fault or negligence of the contractor.

**The CHAIRMAN.** I had assumed, however, that under the first lines of this section the department will have authority to prescribe a regulation to cover the very case Mr. Padgett speaks of, but I can see no objection to having it put in the bill.

**Mr. PADGETT.** I think we ought to have in here a direction to the department that we affirmatively exclude any losses that may have occurred by the fault or negligence of the contractor, and thereby limit it to the action of the Government agencies.

**Mr. BRITTEN.** I do not see any objection to that going in, do you, Admiral?

**Admiral PARKS.** No. I think it is all right to put it in, but I never had thought it necessary to put it in because the purpose of this is to cover something caused by an act of the Government. It is

to cover anything due to anything that the contractor himself done.

r. BRITTEN. If he defaulted, of course the Navy Department would conclude that he had no claim.

r. PADGETT. But I wanted it put as an affirmative direction to Navy Department.

r. BRITTEN. Then there was an amendment suggested to me on Monday by the New York Shipbuilding Co.—

r. PADGETT (interposing). Before I get through I want to ask Admiral Parks another question. On page 3, line 4, there is this language:

on contracts entered into during the period between April 6, 1917, and June 30,

Why are we extending the operation of contracts up to June 30, 1919, and beyond the date of the armistice, which was November 11, 1918, and which is the time fixed on page 2, lines 3 and 4?

Admiral PARKS. I am not quite clear on that, but my recollection is that as the bill was originally drawn it was limited to the date of armistice, but conditions after the armistice were not settled definitely, as they might have been expected to be, but were becoming unsettled, and if I am correct, at one of the hearings occurring somewhat later, that condition was taken into consideration and the date was extended to the end of that fiscal year. I am not quite clear on it.

r. PADGETT. Mr. Walker is here, and I would like to ask him about that.

r. BURDICK. That simply provides that he has to make an affidavit that he did not make a net profit of 6 per cent on his contracts entered into with the Government in that period.

r. PADGETT. I would like to ask Mr. Walker about that. In lines 3 and 4, on page 2, section 1, the language is: "Contracts made between April 6, 1917, and November 11, 1918," which covers the fact that this legislation applies to.

r. WALKER. Yes, sir.

r. PADGETT. On page 3, lines 3 and 4, the language is:

the entire volume of his business with or for the United States Government upon contracts entered into during the period between April 6, 1917, and June 30, 1919.

In other words, you extend the time from the armistice date of November 11, 1918, to June 30, 1919. That language relates to his affidavit as to the 6 per cent profit on contracts made in that time, what I am asking is the reason for the extension of the time to June 30, 1919, on subsequent contracts, when you are limiting the opening of contracts to those that were made between April 6, 1917, and November 11, 1918; but you restrict his profits to profits on contracts up to June 30, 1919. Why is that difference made?

r. WALKER. My recollection of that is that Mr. Britten introduced it in a different form from this originally, and it was subject to changes, and as a result of those hearings he introduced a bill at last session in this form. My recollection is that that change was put in as a result of a suggestion made at the hearings.

r. PADGETT. Do you recall what those suggestions were?

r. WALKER. The suggestions were—and this is entirely recollected—because I have not thought of it since—that the contracts which were made prior to the armistice were not completed until a

considerable period after the armistice, and that the question of profit should be carried over a broader period than the period during which the contracts were made.

Mr. PADGETT. This does carry over the profits and extends the time of the making of the contract up to June 30, 1919, and says that he shall make affidavit that he has not made exceeding 6 per cent on contracts entered into after April 6, 1917, and up to June 30, 1919.

Mr. WALKER. I do not know, Mr. Padgett, why that was put in, but my recollection is it was put in as a result of something said at one of the hearings. I want to say in connection with that—

Mr. PADGETT (interposing). I confess I do not understand the reason for his affidavit covering his profit on contracts made for eight months after the armistice was signed, and connecting them with contracts that were made between the period of the declaration of war and the signing of the armistice, which are opened up under this legislation.

Mr. WALKER. I want to say in connection with that, Mr. Chairman, that a question has been raised here by one of the shipbuilders who has some long time contracts that are not finished yet.

Mr. PADGETT. That is cared for in another provision below.

Mr. WALKER. No; in connection with page 3.

Mr. BRITEN. I was going to call attention to that in just a moment.

Mr. WALKER. He is here to present something to the effect that the language provides for work done between those periods and not contracts made, because he says that anything even now would be an estimate on contracts made. I do not know why that was put in, but I might find out by running through the hearings.

Mr. PADGETT. If you can later get definite information about that I would be glad for you to insert in the hearings so that we can have it before us.

Admiral PARKS. I would suggest an amendment there to limit it to the profits on the work during that period and not contracts entered into; that was the idea I had.

Mr. PADGETT. I understand that, but what I am trying to get at is that a man may have made a contract between November 11, 1918, and June 30, 1919, and he may have lost money on that contract in 1921 or perhaps in 1922; that is, the contract may extend up to 1921 or 1922, and he would lose money under conditions that are brought about now.

Admiral PARKS. I missed that point with reference to the contract entered into; I took it as work performed in the period determined by those dates.

Mr. DRANE. Is it not a fact that our Government and other Governments, doubting the good faith of the Central Powers, still made war contracts after the armistice was signed?

Admiral PARKS. We certainly made contracts after the armistice was signed. We had an armistice for 30 days. It might have been the final termination of the war, but there was no certainty of it, and that is the point I think some people have taken advantage of in considering that perhaps we did work after the date of the armistice that we might better have stopped, and after you are through with the whole thing, it looks bad, and you can see where you could have stopped.

**Mr. PADGETT.** You do not want to exclude the contracts made after April 6, 1917, because if you strike out the word "contract" and insert the word "work," he might have made some contracts in at time the work on which will continue afterwards. You want to preserve that contract——

**The CHAIRMAN.** Would you have it include losses on a contract made subsequent to the date of the armistice?

**Mr. PADGETT.** I do not imagine, from the information I have, that after the signing of the armistice the Government actively interfered with any contractor; in other words, the board did not fix any prices after that date and did not commandeer any properties or take anything away from the contractors after the signing of the armistice.

**Admiral PARKS.** I am not so sure they stopped on the date of the armistice. That is the trouble.

**Mr. PADGETT.** That is what I say, I do not know either.

**Mr. BURDICK.** This does not give them any relief if they made a contract after November 11, 1918.

**Mr. MCCLINTIC.** I do not know about that. It says up to June 30, 1919.

**Mr. BURDICK.** That is a limitation. They have to make an affidavit that they have not made 6 per cent on work performed up to June 30, 1919, but the only claims that can be filed are those between April 6, 1917, and the date of the armistice.

**Mr. MCCLINTIC.** But the language is, "contracts entered into" and that could mean new contracts.

**Mr. PADGETT.** Mr. Burdick is right that under the first paragraph the contracts to which the legislation relates must have been made before April 6 and before November 11. They are the ones that are opened, so to speak, and authority given to make settlements on, but in order to get settlements on them, the contractor must make an affidavit that he has not made exceeding 6 per cent, not alone on those contracts but upon contracts that he made between November 11 and June 30, 1919.

**Mr. BRITTEN.** It is a further protection to the Government.

**Mr. MCCLINTIC.** We can clarify the matter by putting in a proviso there.

**Mr. BRITTEN.** I think this language is clear and it is just a question of what we want to do. This bill includes the contracts entered into from the date of the declaration of war up to the armistice, and permits them to file their claims and then it provides that in settling the claim, it must be based upon his not having made more than 6 per cent on all his Government contracts, not only between those dates, but it goes eight months longer, and if he made 6 per cent on all Government contracts that may have been made up to June 30, 1919, they will be included with those made in the other period, and the profits on the whole considered.

**The CHAIRMAN.** I would like to hear what Mr. Burdick has in mind.

**Mr. BURDICK.** I have said, Mr. Chairman, that the only contractors who can come in here are those who have made a contract between April 6, 1917, and November 11, 1918, according to the language in sections 3 and 4 on page 2, and even those men can not come in unless they can make an affidavit and swear that they did not make 6 per cent on all Government work that they performed between April 6,

1917, and June 30, 1919. Each claimant must make an affidavit that he did not make 6 per cent on all work he did or on contracts entered into between that period. Now, who is "each claimant"? Why, the man who made a contract between April 6, 1917, and November 11, 1918, and none other.

Mr. PADGETT. That is absolutely correct, but I am trying to get at the reason for coupling the profits or the losses on his contract made after the armistice. Suppose, a man had contracts made between April, 1917, and November, 1918. Now, those are the ones they are to make settlements on. On those contracts, we will assume, in the first place, he made a loss. Then, on contracts made between November 11, 1918, and June 30, 1919, he made a profit.

Mr. BURDICK. That same contractor?

Mr. PADGETT. Yes. Under this language as written here the profits that were made after November 11, 1918, would counterbalance the losses that were made between April, 1917, and November 11, 1918, and shut him out. Then, take the other side of it. Suppose on the contracts that were made between April, 1917, and November 11, 1918, he did not make a loss, but he had some contracts that were made between November 11, 1918, and June 30, 1919, where he sustained big losses, will not those losses overcome any profits that were made and bring him within the provisions of this section?

Mr. BRITTEN. I would say not.

Mr. SWING. It is a restriction and not a guaranty.

Mr. PADGETT. It says there he must show that he did not make a net profit of 6 per cent.

Mr. SWING. But they do not guarantee him 6 per cent.

Mr. PADGETT. No; but if this man sustained losses during that period that brought his total losses below 6 per cent on his contracts, then he has not made 6 per cent and his affidavit will comply with the statute, just as his profits made after November 11, 1918, would exclude him from coming in, his losses made on those contracts will let him in.

Mr. BRITTEN. Oh, no; the language on page 2, line 3, will exclude him if the date of his contract is after November 11, 1918.

Mr. PADGETT. No; that defines the class. I am talking about the man who could come in for a hearing.

Mr. BURDICK. I see your point.

The CHAIRMAN. Suppose on the 12th of November of 1918 John Smith made a contract for a tug, do you propose in this bill to include him or to consider any loss he may have had up to June 30, 1919? I do not see what we have to do with him.

Admiral PARKS. I do not see that the language of the bill permits him to be considered.

Mr. BRITTEN. He is not to be considered at all.

The CHAIRMAN. Then let us have the language so we will all understand it in that way.

Mr. WALKER. In looking over the minutes, I find that the date, June 30, 1919, was put in the original bill because the hearing was on the original bill, and in Admiral Parks' testimony he quotes those words and asks to have something added after them. Therefore, where they came from, I do not know.

Mr. BRITTEN. There is no objection to changing the date to meet the same condition as that set out on page 2, but this gives the Government about 8 months the best of it.

Mr. STEPHENS. I think that is the reason that language was put there. I think it was put in there because we wanted to extend the time in which the contractors are given an opportunity to make me money; that is, if they made any money from that time up to the 30th of June, that counted in and helped the Government. I think that was the argument made at the time. In other words, the contractor made money at any time up to the 30th of June, that would count as earnings and would give the Government the best of it.

Mr. BURDICK. In other words, if the contractor made money on the whole war work?

Mr. STEPHENS. That is it exactly.

Mr. BURDICK. And you have got to fix some date when war work ceased.

Mr. BRITTEN. Gentlemen, this is a suggestion made by the New York Shipbuilding Co., that at the top of page 3—

Mr. WALKER (interposing). Mr. Chairman, may I say here that the New York Shipbuilding Co. has a claim of perhaps more than \$1,000,000 on the *Idaho*—

Mr. PADGETT. Mr. Humphreys is here and he told me that their losses on the *Idaho* were \$2,700,000.

Mr. WALKER. Well, whatever the amount is, what Mr. Britten is about to say for the New York Shipbuilding Co. is pointed at the specific case of the *Idaho*.

The CHAIRMAN. And that was a case where the delay was occasioned by the action of the department alone?

Mr. WALKER. That was a wage increase.

The CHAIRMAN. And they completed the *Idaho* in advance of the date that was fixed on the contract upon the direction of the department; is not that right?

Mr. WALKER. I am not sure about that.

The CHAIRMAN. Mr. Humphreys is here and can speak about that.

Mr. PADGETT. What is the nature of his suggestion?

Mr. BRITTEN. At the bottom of page 2,

as a condition precedent to such investigation the Secretary shall first require each claimant to make an affidavit that—

Then this language—

between April 6, 1917, and June 30, 1919, he did not make a net profit of 6 per cent on the entire volume of his business, etc.

The desirability for that language comes in this way: I talked with a gentleman on yesterday about it, and he says that he had a contract entered into within the period here stated, but work was delayed by the Government purposely and their activities were centered in other directions on smaller craft. He is now going ahead with that contract, and it may not be completed for a year and a half or two years, and he does not want to be excluded from any profit which he might make on work that he is doing now or next year. In other words, he wants his profit and loss estimated on work done between 18 months rather than on contracts entered into between those months. Is that your idea, Mr. Humphreys?

Mr. HUMPHREYS. Yes, Mr. Britten.

Mr. PADGETT. There is no use in inserting that language there because you have it in lines 4 and 5.

Mr. BRITTEN. Mr. Humphreys is here, and I will ask him to state why he suggests that language.

Mr. O'CONNOR. May I ask Admiral Parks a question right here, Admiral, what amount in dollars and cents do these claims approximate if we do pass the bill?

Admiral PARKS. I have Yards and Docks only, and on reserve claims I have \$1,064,682.86, and on liquidated damages \$347,24 and 108 cases that are not yet in condition to estimate the amount.

Mr. O'CONNOR. I thought I heard Mr. Padgett mention one case of a loss of over \$2,000,000.

Mr. BRITTEN. You do not have the losses on shipbuilding ordnance?

Admiral PARKS. No. The figures I give are for yards and docks only.

Mr. O'CONNOR. Your answer then does not include the figure mentioned by Mr. Padgett of one case where the amount of the claim would approximate over \$2,000,000?

Admiral PARKS. No. Mr. Walker has assembled some figures on the cases covering the whole department.

Mr. O'CONNOR. Then I understand your answer to be that you can not approximate the total amount of claims that will be pressed for settlement in the event this bill passes?

Admiral PARKS. I can not.

Mr. PADGETT. Mr. Walker, can you give the amount?

Mr. WALKER. I could only guess at it.

Mr. MCCLINTIC. According to the terms of this bill which will provide for a 6 per cent profit, if the contractor made only 1 per cent profit, would he have a right to file a claim for the difference up to 6 per cent?

Admiral PARKS. This does not provide for any profits. It is only for express losses.

Mr. BRITTEN. Occasioned by governmental action.

Mr. WALKER. Mr. Chairman, at one of the hearings during the last session I was a witness and was asked to get some answer to the question that has just been asked. We sent it out to the bureau and found that the bureaus had not kept any definite data with regard to these claims because they had no right to settle them. So that this matter was a good deal a matter of recollection of where to look for things, and the result was that we forwarded to the committee on January 8 of this year a statement of claims which appeared to fall under the first section amounting to \$3,502,760.89; under the second section, \$143,975.96; and under the third section, \$887,807.89. After that I received a telephone message from this committee asking for the details of those claims, as the chairman wished to have them, and I sent up copies of the reports we had received from the bureaus and that has been printed by the committee and is available. I will show the source of these summaries. That was not sent up by formal letter. We simply sent the papers up to the chairman as they were printed.

Mr. O'CONNOR. May I propound the same interrogatory to you, sir? Can you approximate the total amount of claims that will be pressed for settlement if this bill passes?



Mr. WALKER. No; I can not. There are too many uncertainties about it. I think we have the major claims in here.

Mr. O'CONNOR. Evidently not if there is the one claim of \$2,000,000 mentioned by Mr. Padgett, which almost approximates your total.

Mr. WALKER. There are three claims that I know of that are not here and are mentioned in this letter; one is the Electric Boat's claim.

Mr. PADGETT. What does that amount to?

Mr. WALKER. I have not any definite knowledge. I have understood it was about \$2,500,000. What is your claim Mr. Chapin?

Mr. CHAPIN. The Electric Boat Co., under a precept of the department, is authorized to present its claim to what is called the Baxter board on submarine claims. That board was directed to consider all the various claims which had been created during the progress of the construction of these various submarine boats. The board went to the matter very carefully. The company submitted its figures. The board reported that in every single instance it found those figures to be accurate. They made provisional recommendations. In the aggregate the claims amounted to over \$7,000,000. The board reported its provisional finding at about \$5,195,000.

In its final recommendations, it reduced that amount on the basis of a 50-50 loss to be taken over by the company, to a little over \$2,600,000. When the report was submitted to Mr. Secretary Daniels, which was done just before he went out of office, he very generously made an offer to compromise the whole claim for \$1,000,000. That report is still before the department. It is being considered, and I think the probability is it will be considered favorably. Many of these claims can be paid directly by the department. There are others where the comptroller has announced his decision, which must compel the company or the department to come to Congress for relief, but many of these claims can be directly paid through the department from its present existing appropriation.

Mr. WALKER. Then, Mr. Chairman, there is the case of the E. W. Bliss Co., where we have a claim of about \$900,000 on torpedoes. That claim is excluded because the audit that was made shows a small profit to the contractor; my recollection is a 2½ per cent profit. The claim of the Bethlehem Steel Co. is a matter which the representative from that district is interested in and was excluded because it was a claim of the men and not of the company. That is not entirely true, because about \$34,000 was paid under the War Labor Board award to the electricians, which is chargeable to the Navy's share of the work. The balance, I think, is about \$380,000. Mr. Coffin has the whole thing in a memorandum which I sent him the other day for his personal information. So that those items which are excluded are large items and so far as I know the other large ones are included.

Mr. PADGETT. Did you include the New York Shipbuilding Co. claim?

Mr. WALKER. Yes, sir; I included it as I had it.

(The committee thereupon adjourned until Thursday, May 26, 21, at 10.30 o'clock a. m.)

Thursday, May 26, 1921.

The subcommittee met this day at 10.30 o'clock a. m., pursuant to adjournment, Hon. Fred A. Britten presiding.

Statements of Rear Admiral CHARLES W. PARKS, Chief, Bureau of Yards and Docks, and Mr. PHILIP WALKER, Office of The Solicitor of The Navy Department, resumed.

Mr. BRITTEN. When we adjourned yesterday afternoon we were still on section 1 and a matter was called to the committee's attention in reference to inserting some language at the top of page 3 after the words "to make affidavit that," so it will read, "to make affidavit that between April 6, 1917 and June 30, 1919 he did not make a net profit of 6 per cent on the entire volume of his business," and so forth. The desire of the contractor for this amendment is to limit the period of his profits and not necessarily the job or the contract itself. In other words, they entered into a certain number of contracts during the war and some of those contracts are still in existence. The contractor does not think that the profit he is making now should be included within those dates, and this amendment would exempt it. Personally, I do not think that language ought to go in because I have talked with Mr. Walker, and I think I talked with Mr. O'Donnell yesterday about it, and Mr. Walker said that most of these contracts are individual and their costs are individual and the contractor can tell at a glance whether he is making or losing money on a job, unless the job is too long extended.

Mr. PADGETT. If you were to insert that language on line 1, page 3, you would have to rewrite what is below there. Because it says, "contracts entered into during the period between April 6, 1917 and June 30, 1919".

Mr. BRITTEN. No; I do not think so. You would not have to rewrite that. This amendment merely applies to the period to which the profits shall apply.

Mr. PADGETT. I understand, and that is what the other language does also:

As a condition precedent to such investigation the Secretary shall first require each claimant to make affidavit that he did not make a net profit of 6 per cent on the entire volume of his business with or for the United States Government upon contracts entered into during the period between April 6, 1917 and June 30, 1919.

Mr. BRITTEN. As I understand that, Mr. Padgett, he is to make an affidavit that he did not make a net profit of 6 per cent on the work that he did between those dates, and does not refer to the contracts. You would not have to change this language. It is just a question of whether you want to limit the period of his profit to the limitations suggested.

Mr. PADGETT. That is limited on section 1 in the first page:

Under fixed-price contracts occurring after April 6, 1917, but not including losses of anticipated profits, which actual losses have been brought about by the action of Government agencies after the date upon which such contracts were entered into and which have arisen under contracts made between April 6, 1917, and November 11, 1918.

Mr. BURDICK. Mr. Britten's idea is that he might have entered into a contract between those two dates in 1917 and 1919 that may not yet be finished and yet he may not have made any profit on work that

as done during the war, but he may make a profit after the war period.

Mr. WALKER. Mr. Chairman, perhaps I should explain that date of June 30, 1919. Mr. Padgett was interested in it yesterday and I have run it down. On the 24th of October, 1919, the Secretary issued an order to the solicitor, which was not prepared in the solicitor's office but was prepared under Secretary Daniels's personal direction, in which he provided that that affidavit should state that this entire business during the period between April 6, 1917, to June 30, 1919, a claimant did not make a net profit, etc. Under date of December 6, 1919, the Secretary sent a suggestion to the committee in the form of a bill, and that provides as a condition precedent to such an investigation the Secretary shall first require each claimant make an affidavit that on the entire volume of his business during the period from April 6, 1917, to June 30, 1919, he did not make a net profit, and so forth.

In H. R. 13390, which was the original draft of the bill we have before us, the passage reads just as it does in the present bill, being changed from the entire volume of his business during that time to the entire volume of his business with or for the United States Government upon contracts entered into during the period between April 6, 1917, and June 30, 1919. It has been suggested—and while you are discussing this question I would like to have you think of it—that that is an unusual period to figure profits on.

Mr. PADGETT. Profits are not limited to what was made during that time, but that applies to the contract as an entirety entered into during that time.

Mr. WALKER. Yes; as it stands. The original suggestion was that it should be profits on the business during that time, and therefore it could not be on the contract entered into.

Mr. BRITTEN. That is what this amendment provides and I do not think it should prevail.

Mr. WALKER. It has been suggested that that should be changed to certain calendar years as the time when most people make their annual statements and for which they make their tax returns. This bill, as you know, carries the privilege of investigating tax returns. While it is possible that some contractors, especially on building construction, figure each job, I doubt if that is true in the large industrial plants. In discussing the matter, I suggest that that case of it be considered.

Mr. PADGETT. Just in that connection let me ask you a question. There is a large industrial concern that is carrying on business under contracts with the Government, and it is carrying on business with the public. We do not have to take each individual contract with the Government and see whether it made a profit on its Government business independent of and separate from its individual business. It is not a question as to whether they made a profit on all of their business because the Government is not supposed to make him take a loss on their business and counterbalance it with a profit that he made on private contracts.

Mr. WALKER. I think that is probably true and it is quite possible that in annual statements that would not be segregated, and I question very much whether they are segregated in the tax returns.

Mr. BURDICK. What difference does it make, Mr. Walker, about January 1 to January 1 or June 1 to June 1, the only question is, Did he enter into that contract before June 30, 1919? and that only fixes the date of the contract.

Mr. BRITTEN. And also the question, Did he make a profit on that particular contract?

Mr. BURDICK. Yes; because if he entered into contracts on June 29, 1919, you have got to go with him into the year 1919 or possibly into the year 1920.

Mr. BRITTEN. But this bill provides that he may file his claim tentatively and indicate to the department or to the bureau under which his contract is made that he will take advantage of this act at the expiration of his contract. Sixty days after his contract is completed, he files his claim. That may be two years from now.

Mr. BURDICK. The only reason for fixing that at June 30 is to determine when he entered into the contract and not to determine his profit.

Mr. PADGETT. But in order to reach a conclusion you must necessarily take up his contracts with the Government, and he has to take up each separate contract, because he has got to show that on that contract he sustained a loss, and in order to do that he has to go into a complete accounting of that individual contract in order to establish the fact that he lost on that contract.

Mr. WALKER. But he has also got to go into an accounting of all the contracts other than the one on which the claim arises to show that he did not make a profit in excess of 6 per cent on those.

Mr. BURDICK. On all contracts made before June 30?

Mr. PADGETT. Yes; and for that reason I say that it is necessary for him to deal with separate contracts and not with the sum total of his business.

Mr. WALKER. There is another phase of this question, and that is the one raised by the New York Shipbuilding Co., that their contracts are such long-term contracts, like a battleship—and they have one of those—

Mr. BRITTEN (interposing). Yes; and I was just going to call on Mr. Humphreys and have him explain his desire for this particular amendment.

Mr. WALKER. And that, to a certain extent, would apply to dry-dock contracts, I should imagine.

Admiral PARKS. Yes.

Mr. WALKER. If any are existing. So these people would either have to wait for their money until the contract is finished or they will have to give an estimate.

Mr. BRITTEN. They would have to wait until such time as they can positively determine the loss or the gain, and that can not be determined until their contract is completed.

Mr. WALKER. They can determine the loss on the particular contract they are making the claim under, but they can not determine their profits on the contracts made up to June 30, 1919, until those contracts are completed, which may be two or three years from now.

Mr. BRITTEN. Yes; that is very true. You may proceed, Mr. Humphreys.

**Statement of Mr. HARRY B. HUMPHREYS, Representing the New York Shipbuilding Co., Camden, N. J.**

**Mr. HUMPHREYS.** Mr. Chairman, I would like about six or seven minutes in which to make a brief statement, because I think you misunderstand the New York Shipbuilding Co. in their requests about not wanting future profits included. That is not our point. We do not know what our profits will be, and so we ask you to fix a time over which we know what our losses and profits have been, so we will not have our claim held up for several years. That would be the case with us if you do not make a definite time about our profits and losses. We can not make any claim until after we finish the cruiser *Saratoga*, which will probably be several years from now, and therefore we simply ask you to fix some definite time over which we shall figure our profits and losses, whatever they may be, so that we can put in a claim and not be held up.

**Mr. BRITTEN.** Suppose we did that and you put in your claim and showed a loss of two or three hundred thousand dollars, and then it developed that on this cruiser you are now building, labor and material and other conditions having become more favorable, you made four or five times that loss, what position would you be in then?

**Mr. HUMPHREYS.** We can not do that because it is a cost-plus, a fixed fee, and what we would include in the time that you would set would be the profit, or in other words, that portion of the fee which we had collected during that period on the amount of work we had done on that particular contract.

**Mr. BRITTEN.** If it is a fixed fee contract, the matter is very simple and all you have to do is to include the fee in your statement of the claim for the last year and a half.

**Mr. HUMPHREYS.** I wish it were, Mr. Chairman, but while we have fixed fee that is supposed to be profit, we never can tell what that is going to be before we get through with it, because very often there are certain things we think we are going to have as a profit which are not allowed, and we have to charge that against our fee. We do not know what new kinds of taxes of any nature are going to be levied against our profits in any way. So it would be an estimate, at best, and we have to swear to this claim we put in that that is our profit or our loss, and it is impossible to do that over a continuing contract of that kind.

**Mr. SWING.** Your only objection then is to the matter of delay?

**Mr. HUMPHREYS.** Yes.

**Mr. SWING.** You do not object then to limiting the work between April 6, 1917, and June 30, 1921, for instance?

**Mr. BRITTEN.** The contract?

**Mr. SWING.** No; the work between those dates, because that would result in no delay.

**Mr. HUMPHREYS.** Your contract part is all right because that is fixed. You have a definite period when the contract shall be entered into, from the time the war broke out to the signing of the armistice. That is fixed and that is all right, but what you have not fixed is when we shall figure our profits and losses.

**Mr. SWING.** And you suggest June 30, 1919, as I understand.

Mr. HUMPHREYS. We simply did that because that is the fiscal year of the Government.

Mr. SWING. You would not object to fixing the end of this fiscal year, would you, because the delay is the only thing you object to?

Mr. HUMPHREYS. It does not seem it is up to us to object to anything. I want to go on with the statement to show you, if I may—

Mr. SWING. You have answered my question entirely.

Mr. HUMPHREYS. I would like to answer another question. We can tell each month on each contract exactly where we stand as to profit or loss, I believe. I am not the treasurer of the company but I believe from what I have seen that each month on each contract we have, we know just what our profits are.

Mr. BRITTEN. I am satisfied you can not.

Mr. HICKS. From your very statement you can not tell what the taxes are going to be. You can not tell month by month what tax demands you will have to meet.

Mr. HUMPHREYS. That is true about taxes, if you make the date in the future. We are talking about June 30, 1919, and I am sure we can make it definite as of that date.

Mr. BRITTEN. In other words, on the cruiser *Saratoga*, if it is 2½ per cent completed, and you have still got 97½ per cent of that contract to complete within the next four years, do you mean to tell me you can ascertain with any degree of accuracy the profit you have made on that 2 or 2½ per cent already completed?

Mr. HUMPHREYS. That profit would represent the amount paid us as profit by the Government, I take it.

Mr. BRITTEN. I have done some construction work on my own account and I know that is impossible except on a cost-plus contract.

Mr. HUMPHREYS. I thought that could be done and I thought June 30 was as good a time as any other.

It was stated at yesterday's hearing that our company lost approximately \$2,800,000 on the *Idaho*. For a detailed description of how such amount is arrived at, I refer you to page 72 of pamphlet No. 8. I do not know that you care to have me read that but it goes on to tell how the amount was arrived at owing to the ship-building labor adjustment board ordering us to raise wages and things of that kind which brought the amount up to about \$2,800,000, according to that report, as our company has reported.

It seems to me that every one interested in these matters from the Government's end, while protecting the United States are also showing a disposition to be entirely fair to the contractor, and are only prevented from dealing justly with him because of lack of definite authority. I noticed in going over some of the former hearings last night statements had been made by Mr. Walker and others that they were perfectly willing to do this with the different contractors and the thing had all been worked up, and then they had been prevented from doing so by the comptroller, in the proper exercise of his authority, saying they were not legally permitted to do that.

I wish to suggest a few amendments in the bill H. R. 3149, solely to aid in clarifying it and to avoid any misunderstanding regarding its meaning; and not with a view to changing the intent or spirit of the bill in any way.

For instance, in line 1, page 3, after the word "that," I would suggest you insert—and you gentlemen have been talking about this before—

Mr. PADGETT (interposing). What is the precise language you suggest?

Mr. HUMPHREYS. "Between April 6, 1917, and June 30, 1919," and I would ask you to insert that for the following reasons: The bill states that the claimant shall be required to make affidavit that he did not make a net profit of 6 per cent on the entire volume of his business with or for the United States Government on certain contracts. That is definite enough about the contracts that he is required to make the affidavit on. Now, we have some contracts, for example, the battle cruiser *Saratoga*, which might be interpreted as coming within that clause, which contract will not be finished for several years after June 30, 1919, the date which I speak of there, and if the profit or loss on this contract must be included, we would have to estimate it or otherwise be debarred from making claim until after the completion of the contract, which might be several years hence.

As work on this contract was very largely suspended during the war, we do not believe it would by the intent of this bill to include profits made on work of this nature which is to be performed in the years to come. The insertion of the words "between April 6, 1917 and June 30, 1919," as mentioned above, therefore confines the profits in question to this definite period and will thereby avoid confusion and misunderstanding. The other dates mentioned in paragraphs 1 and 2 of section 1, it seems to me, only refer to the time when the contracts were entered into.

Mr. PADGETT. Just at that point, the language you suggest we insert and what Mr. Britten reported are entirely different. The language Mr. Britten reported was on contracts entered into between April 6, 1917 and June 30, 1919. That brought the contracts in. You leave out contracts and say "between April 6, 1917, and June 30, 1919," leaving out all reference to contracts. That makes it altogether the work that was done between those two dates and does not refer to the question of contracts.

Mr. BRITTEN. I think it takes in both, the period of work as well as the contracts entered into between those dates.

Mr. HUMPHREYS. We did not intend that.

Mr. PADGETT. It is intended to cover work that was done between those two dates and is very different from the language quoted by Mr. Britten.

Mr. SWING. It is a material contraction of the time over which we are going to pool the profits or losses.

Mr. PADGETT. And changes it altogether from contracts to work.

Mr. BRITTEN. Yes; but it does both. It limits the period of profit on these contracts entered into between April 6, 1917, and June 30, 1919. It limits the profit period of those contracts to the dates he desires inserted in the bill.

Mr. PADGETT. Certainly, and then you just strike out the balance here.

Mr. BRITTEN. I am afraid, gentlemen, that this amendment, if inserted in the bill, would add confusion rather than simplify the situation.

Mr. PADGETT. It changes the whole purpose.

Mr. BRITTEN. A man would have to guess at his profits made during that period and he could not possibly determine accurately his profits or his losses. It is impossible where work is continuing and runs beyond such a period. You desire the profits period to be held between two specific dates.

Mr. HUMPHREYS. That is the idea.

Mr. BRITTEN. If the contract goes beyond that date, then you have got to guess at what the balance of that contract is going to cost. You have got to guess to a very large degree on the profits you have made during that period. A strike or a fire or a loss over which you have no control whatever might occur on the balance of the contract and where in advance you evidently had a profit of 5 or 5½ or 6 per cent, when the contract is entirely completed, it develops that you wind up with a loss, because of something unforeseen, during this period that you desire your profits limited.

The CHAIRMAN. I would like to ask Mr. Humphreys a question: It is your desire that the period fixed in which you shall endeavor to make a showing as to your profits or losses shall be a definite period?

Mr. HUMPHREYS. It is for the reason I have stated. We will not otherwise be able to put in our claim for years to come.

The CHAIRMAN. Without injecting into the examination here anything that might not be entirely proper at this time, we will all bear in mind a resolution that was passed unanimously in the Senate yesterday, which, in my judgment, will be accepted by the House. Consequently, the construction of this new battle cruiser, *Saratoga*, might be very, very greatly delayed, and as one member of the committee, knowing something about the increased cost of the *Idaho* and knowing it from the former Secretary, I would not feel like postponing the settlement of the claims of these people, because it may be five or eight years before that big cruiser will be finished.

Mr. BRITTEN. I am quite certain it will not cause delay. It will not even delay the settlement of this claim on the *Idaho*, because the department is quite willing and anxious to settle if the comptroller will allow the department to do so, and the contract Mr. Humphreys refers to for a battle cruiser is a fixed profit contract, the profit on which might be very easily estimated.

Mr. SWING. What is the date of that contract, do you know?

Mr. HUMPHREYS. I can not tell you that. It was in the 1916 program, but I can not tell you just the exact date of the contract. Our folks hardly feel like making an affidavit to something they are not sure of, you understand, and we would rather have some definite time fixed so we could be sure, but if you gentlemen do not agree—

Mr. BRITTEN (interposing). I am satisfied they can get a settlement on the *Idaho* from the Navy Department if this bill is passed in its present form under section 2.

Mr. PADGETT. The whole thing narrows down to a question of the policy of the legislation. If under the bill as it is written, it provides that the Government is to receive the benefit of profits that you make on contracts, not upon work done but upon contracts entered into, up to June 30, 1919, those contracts may not be completed for quite a while after that time. The amendment that you are suggesting limits the profit and the loss to work, not contracts, but to work that is done between April 6, 1917, and June 30, 1919,



BRITTEN. On contracts entered into during that same period?  
 HUMPHREYS. Yes, or prior thereto.

ICKS. Would you mean by that amendment completed work?  
 HUMPHREYS. No; work done.

ICKS. Work done but not necessarily a completed contract.

HUMPHREYS. No; because these contracts will not be completed until 1925 or 1926.

ICKS. It is a pretty difficult matter to estimate that.

HUMPHREYS. I think not. I simply want to add one more.

BRITTEN. You may go ahead with your statement, Mr. Humphreys.

HUMPHREYS. I would like to suggest some other words that be inserted, I think, in order to make this entirely clear, and the insertion of the words "then in progress," after the word "losses" on page 3, line 2. That limits the time of the profits that that shall be figured on the work then in progress.

ADGETT. That is in keeping with your amendment above?

HUMPHREYS. Yes, sir.

MURDICK. Mr. Humphreys, were you going to suggest any changes?

HUMPHREYS. I was going to say I had some others, but I do not want to monopolize your time, and probably some other folks have amendments.

BRITTEN. Go ahead and suggest them now and we will be very glad to consider them.

BRANE. Mr. Chairman, I would suggest that the gentleman be permitted to complete his statement without interruption, and then after he has completed his statement we can ask our questions.

HUMPHREYS. The other amendment was in reference to net profits in the same section. I think it would be helpful if we could have a definition of net profits, because there seems to be a great deal of opinion among men of equal intellect as to what are net profits.

ADGETT. What language do you suggest to define that, and would you insert it?

HUMPHREYS. I have not the new bill in front of me, but after the word "losses" where you inserted "between April 6, 1917, and June 30, 1918," then it goes on, "he did not make a net profit," insert "after deducting from all expenses, including all taxes of whatsoever nature."

ADGETT. Would you insert that after the word "profit" and before it from the words "of 6 per centum"?

MCCLINTIC. Why put in the 6 per cent when this only covers

losses. This is in reference to the affidavit.

HUMPHREYS. The affidavit is you are permitted to put in a net profit or losses if you have not made a profit on the business of not less than 6 per cent.

MCCLINTIC. I raised the question yesterday as to whether or not a person who had only made 2 per cent would be entitled to file for the difference between 2 per cent and 6 per cent, and the answer was given me that this bill was only to take care of losses.

ADGETT. He would not be; but this affidavit is an entrance to the business, so to speak.

Mr. McCLINTIC. I understand that.

Mr. PADGETT. He can not get a hearing unless he can show that on all of the business defined in this bill he has made less than 6 per cent. After he gets in, then you take up not all of his business, but you take up each individual contract to determine whether or not he sustained a loss upon that particular contract, and if he did not have a loss upon that particular contract, he can not get anything. If he made \$1 profit on it he does not get anything. It is only what he lost on that individual contract. The other is simply as to whether he can come in and have a reopening and hearing of his controversy.

Mr. McCLINTIC. It was my thought that possibly some contractor in reading this bill and seeing that it provided for 6 per cent, if he had made only 2 or 3 per cent, would probably figure that this would give him sufficient grounds to come in and file a claim for the difference between that 2 or 3 per cent and 6 per cent.

Mr. PADGETT. No; this only gives him his actual losses upon his individual contract.

The CHAIRMAN. Mr. Padgett, this is not a guaranty of a profit.

Mr. HUMPHREYS. Oh, no.

Mr. BRITTEN. And it covers only actual losses sustained through governmental action.

Mr. BURDICK. Provided on all his work up to June 30, 1919, he did not make a profit to exceed 6 per cent.

Mr. BRITTEN. And he may have sustained a loss on his contract, but the loss not having resulted from governmental action, he has no recourse.

Mr. McCLINTIC. If this language is simply amended so that it will read that he did not make any profit and cut out the 6 per cent, I think it would be clearer. In other words, I think legislation ought to convey the proper meaning. For instance, you have on page 2 contracts entered into between April 6, 1917, and November 11, 1918, and on page 3, contracts entered into during the period between April 6, 1917, and June 30, 1919.

Mr. PADGETT. The first one is with reference to contracts that can be reopened and considered and the last one is intended to give the Government the benefit of the profits that accrued on contracts made after the armistice and up to June 30, 1919, in order to reduce the Government's liability to reopen the contracts that were made between that time.

Mr. McCLINTIC. I just brought that to your attention so that we might be able to clarify the language so that no such difficulty would arise in the future.

Mr. BRITTEN. What other amendments have you to suggest, Mr. Humphreys?

Mr. O'CONNOR. Will you allow me to interrupt there. What suggested this thought with reference to a new definition for net profits?

Mr. HUMPHREYS. It is not a new definition but just to clarify it and make it understood you do mean it is net. In other words, some people take the ground that one kind of net means not to include certain things, and others take the position it means to include certain things, and we want to have it so that net means the amount of money you have left.

BRITTEN. What the gentleman is trying to exclude from his is the income tax.

O'CONNOR. Have the words "net profits" received any interpretation?

HUMPHREYS. They have, yes. They have been recognized, we, in one way in an amendment I saw suggested here of the law, but it does not seem to me that that is quite as good, because this is specific and says that it shall exclude all

BRITTEN. All taxes of whatsoever nature.

HUMPHREYS. Yes.

O'CONNOR. What are the aggregate amounts of the contracts on which these claims will be pressed, do you know?

HUMPHREYS. No; I do not.

O'CONNOR. Can you approximate that?

HUMPHREYS. I have not any idea. Probably Admiral Parks tell you that.

Admiral PARKS. No; I could not approximate that.

O'CONNOR. Can you determine the aggregate amount of contracts on which claims will be made if this bill passes.

Admiral PARKS. No.

BRITTEN. Both Admiral Parks and Mr. Walker said yesterday could not estimate that.

O'CONNOR. No; they said they could not approximate the total of the claims that would be pressed, but I wanted to know aggregate amounts of the contracts, and it appears to me that to be easily ascertained.

Admiral PARKS. I can easily secure the amount of the contracts Bureau of Yards and Docks.

BRITTEN. That amount would run into the hundreds of millions of dollars.

Admiral PARKS. It would be in the neighborhood of a half billion for Yards and Docks.

CHAIRMAN. Mr. Humphreys, have you before you a copy of memorandum which was handed to us by Mr. Walker?

HUMPHREYS. I have seen a copy of that this morning. Mr. Walker showed it to me.

O'CONNOR. May I ask that Admiral Parks secure the figures I need and put them in the record—\$71,501,017, Bureau of Yards and Docks contracts?

BRITTEN. Yes.

O'CONNOR. The aggregate amount of the contracts against these claims will be pressed.

Admiral PARKS. Or may be pressed.

O'CONNOR. It appears to me that that will show almost definitely whether losses have been made or not.

WALKER. Mr. Chairman, I think some members of the committee are making the mistake of believing that Admiral Parks handles the major part of this work. He has afforded a great deal of aid and has studied this matter from his own point of view, which is the point of view of the Bureau of Yards and Docks, but he has nothing to do with the shipbuilding contracts or with the munitions contracts, or anything of that sort, so that when he gives you a figure he does not pretend that it is a departmental figure. It is a figure.

Mr. O'CONNOR. Let me reach the situation in this way.

Mr. BRITTEN. We have often secured figures of the department from Admiral Parks.

Mr. WALKER. His bureau is the only one that has got a definite statement of these matters.

Mr. O'CONNOR. Then let me put it in this way——

Mr. PADGETT (interposing). And his part is a minor part of it.

Mr. WALKER. In amount; yes.

Mr. O'CONNOR. Mr. Chairman, I wish you would request the clerk to ascertain from the proper person the aggregate amount of those contracts.

Mr. BRITTEN. We have those in printed form to a very complete degree.

Mr. WALKER. That is, the aggregate amount of the claims.

Mr. BRITTEN. And that shows the contract numbers and the names of the contractors.

Mr. O'CONNOR. Then let them secure the amount of the contracts.

Mr. BRITTEN. All right.

Mr. WALKER. If you want the contracts mentioned in that document, we can probably in a couple of days get up the amount of the contracts they represent.

Mr. O'CONNOR. That is all I want.

Mr. WALKER. But we do not claim that that is a complete list of the claims and we can not.

Mr. PADGETT. Have you any other suggested amendments, Mr. Humphreys?

Mr. HUMPHREYS. One other, Mr. Padgett. In section 2, line 4, page 4 of the bill after the word "agreement" insert "direction or authorization," and then in order to make it read properly, after the word "faith" in line 6, page 4, insert "or was made." Our reason for suggesting that is to avoid any controversy as to the term "written agreements." Our authorization from the Secretary of the Navy to increase wages and make changes and things of that kind came in the form of a telegram and we would feel better, and I think, safer, if those words were put in so that telegraphic instruction might be considered as proper, and that will not change the intent of the act in any way.

Mr. PADGETT. Is not that also intended to meet a ruling of the Comptroller of the Treasury that verbal and telegraphic orders do not comply with the requirements as to a contract and that they are not contracts?

Mr. HUMPHREYS. If he has made such an order, I think by all means we should have that language in there, in fairness to us, because we went ahead——

Mr. PADGETT (interposing). I have heard, in a general way, that he did rule that where the Secretary over the phone or by an informal direction made such arrangements, that that did not constitute a contract. Am I correct in that, Admiral Parks?

Admiral PARKS. You are, so far as three departments are concerned of which the Navy is one.

Mr. PADGETT. I am talking about the Navy Department.

The CHAIRMAN. Mr. Humphreys, I understand you proceeded to finish the *Idaho* as a rush case?

Mr. HUMPHREYS. We did.

The CHAIRMAN. And that was done after the receipt of a telegram from Secretary Daniels?

Mr. HUMPHREYS. That is true.

The CHAIRMAN. But when you made an effort to settle with the Government for losses you sustained by reason of the instructions given to you by Secretary Daniels, the comptroller was unwilling to recognize that telegram because it was not a change of contract made in accordance with the law.

Mr. HUMPHREYS. I think that is true. I can not say definitely, but I am very sure that is true.

Mr. O'CONNOR. Did not the Secretary confirm that telegram by a letter?

The CHAIRMAN. That would not have covered it either, Judge O'Connor.

Mr. O'CONNOR. It looks to me that that would have been an ordinary gesture of business.

Mr. HUMPHREYS. The situation in this case——

Mr. PADGETT (interposing). The comptroller held that a letter was no better than a telegram.

Mr. HUMPHREYS. Gentlemen, these matters were all taken up under the stress of war and we simply went ahead. When they told us to do certain things we went ahead and did them. We did not have any time to see whether a confirmation came along or anything of that kind. When we were told to do a thing, we realized how serious the war was and we went ahead and did it and took our chances, and we are up against it now as a result of that, and that is why we are asking you gentlemen to make this language so clear that we will not longer be kept out of the money which we very badly need.

Mr. O'CONNOR. I am not differing with you about the fact that during war men overlook insignificant details, but it occurs to me that the confirmation of a telegram with reference to a matter of such importance as you suggest in connection with the completion of the *Idaho* would not have been an insignificant matter.

Mr. HICKS. I do not think, Mr. O'Connor, there is any question at what the Navy Department did tell these people to go ahead in reference to those matters. I do not think that is in dispute at all.

Mr. HUMPHREYS. Oh, no; not at all. And the Navy Department is perfectly willing to pay us now.

Mr. O'CONNOR. I am not disputing that. I am simply inquiring as to whether that telegram was confirmed by letter.

Mr. WALKER. Mr. Chairman, every official naval telegram is made with a certain number of copies, one of which is a confirmation copy sent to the addressee and presumably that was sent in this particular case. Mr. Nieland acknowledged the receipt of the telegram and asked for its confirmation by letter, which was given.

I want to correct one thing for Mr. Butler, and that is that this particular case has never been to the comptroller but the principle was decided in other cases.

The CHAIRMAN. The principle has been established.

Mr. PADGETT. Did not the comptroller rule that where there was a written contract it could not be altered or added to informally by telegrams and letters; that it must be formally entered into as a contract under the methods provided for the extension or modification of the contract in the contract itself?

Mr. WALKER. That is right.

The CHAIRMAN. That was the principle that was established.

Mr. WALKER. That has been decided many times and is fixed law with regard to naval contracts.

Mr. BRITTEN. Have you any other amendments to suggest, Mr. Humphreys.

Mr. HUMPHREYS. I think not, sir.

The CHAIRMAN. Mr. Humphreys, I would like for you to go back to the proposed amendment in reference to the words "net profits." Have you the memorandum before you that was handed to us by Mr. Walker? It is a copy of the revenue act of September 8, 1916, and I will ask you to look at section 302, as follows:

That in computing net profits under the provisions of this title, for the purpose of the tax, there shall be allowed as deductions from the gross amount received or accrued for the taxable year from the sale or disposition of such articles manufactured within the United States, the following items:

- (a) The cost of raw materials entering into the manufacture;
- (b) Running expenses, including rentals, cost of repairs and maintenance, heat, power, insurance, management, salaries, and wages;
- (c) Interest paid within the taxable year on debts or loans contracted to meet the needs of the business, and the proceeds of which have been actually used to meet such needs;
- (d) Taxes of all kinds paid during the taxable year with respect to the business or property relating to the manufacture;
- (e) Losses actually sustained within the taxable year in connection with the business of manufacturing such articles, including losses from fire, flood, storm, or other casualty, and not compensated for by insurance or otherwise; and
- (f) A reasonable allowance according to the conditions peculiar to each concern, for amortization of the values of buildings and machinery, account being taken of the exceptional depreciation of special plants.

Mr. HUMPHREYS. Yes, sir; I am familiar with that section.

The CHAIRMAN. Would that cover your case?

Mr. HUMPHREYS. I think it probably would.

The CHAIRMAN. Then if we adopted the amendment that has been handed up to us by Mr. Walker and insert after "thereof" in line 7, page 3, the following:

"Net profit shall be ascertained as provided in section 302 of the revenue act approved September 8, 1916," that would cover it sufficiently?

Mr. HUMPHREYS. I think so.

The CHAIRMAN. You think it would?

Mr. HUMPHREYS. I think so.

The CHAIRMAN. Therefore, if the amendment as proposed by Mr. Walker were adopted, that would avoid consideration of the amendment which you have proposed?

Mr. HUMPHREYS. Yes, sir. I think, of course, that mine is more definite in every way, but this, no doubt, would be acceptable.

Mr. PADGETT. But you would have two, one operating under this one and another one operating under the other for determining net profits for the question of tax assessments.

Mr. WALKER. Mr. Chairman, in our cost plus shipbuilding contracts a provision essentially the same as that has been inserted. The matter first came up on our early shipbuilding contracts which provided that taxes should be taken as a part of the cost. It was immediately asked whether that included the Federal, corporation and excess profits taxes, and the department said, "No; it does not,

use if we pay those as a part of your cost, we are excusing you the payment of those taxes to the Government which would be the repeal of an act of Congress by action of the Secretary of the Treasury, and would be illegal." So in the next draft of the contract, the taxes were allowed as a part of the cost excluding Federal taxes; in the estimation of profits for the purpose of this bill, there is to be no reason why these corporation and excess profits taxes should not be included.

BRITTEN. That is, should not be included as a part of the cost?

WALKER. As a part of the cost in estimating profits for the purpose of this bill and not for the purposes of the contract, in other words.

BRITTEN. I do not agree with you at all, Mr. Walker.

WALKER. In other words, if a man makes such a profit that he is paying 60 per cent excess profits tax to the Government, then his profit for the purpose of this bill—that is, what he has left for himself—should be estimated after he has paid that excess profits tax before; otherwise, he will never come in.

BRITTEN. If what you say is correct and should prevail in the passage of this bill, the New York Shipbuilding Co. will come to the Government, file its claim, and the Government will rebate the taxes that it has paid, practically; in this loss, while the Newport News Shipbuilding Co., which has not filed a claim at all, will pay the tax to the Government and get no rebate, and they are competing in the same kind of shipbuilding.

WALKER. I do not think you understand me.

SWING. Is not this clarified by the fact that in the first paragraph of section 1 it does not refer to net profits but to actual losses, his definition will in no wise affect the consideration of what the Government is to pay, but simply affect the affidavit which has been required to be attached to the entrance papers to get into the court.

WALKER. I think that is right. There would be no effect of paying back this excess profits tax as there would have been in the building cost plus contracts.

PADGETT. It is a method of determining whether or not he is getting 6 per cent profit, more or less.

WALKER. Yes. If a man has received a large amount of money from the Government for a contract and has paid back a certain percentage of that to the Treasury as an excess profits tax, his profits are certainly the amount left after he has paid those taxes.

BRITTEN. His profit, so far as the stockholders are concerned, of course, is the net amount left, but his profit so far as the Government is concerned, I think, will be figured before he pays his surplus to the Government.

WALKER. The question has not been raised as to whether on a regular contract he shall determine his losses after or before he has paid his taxes. That question has not been brought up.

BRITTEN. You will find they will hold his loss will occur before he has paid those taxes.

Do you have any other amendment to suggest to section 1? If not, Walker has prepared an entirely new section for section 2.

BURDICK. I would like to suggest a small amendment in line 1 of page 2, before the word "investigation" insert "receipt or return on and investigation." It will then read, "As a condition

precedent to such receipt and investigation the Secretary shall first require each claimant to make affidavit," etc. In other words, the Secretary might receive it without the affidavit, but before investigating he has to have the affidavit. Now, I suggest that the affidavit be filed in the first place so that he can not make an affidavit without having the claim filed.

Mr. PADGETT. Your suggestion is that it should read: "As a condition precedent to such receipt of claim and investigation, the Secretary shall first require," etc.

Mr. BURDICK. Yes.

Mr. PADGETT. Mr. Chairman, you say that Mr. Walker has a new section 2 to submit?

Mr. WALKER. Mr. Chairman, we discussed section 2 at the hearing last year and this redraft was made in an attempt to embody the ideas of the members who were present at that hearing, with the one exception that I insert the word "authorization" that Mr. Humphreys wanted.

The CHAIRMAN. Yes, I noticed that.

Mr. BRITTEN. Suppose we have the clerk read this new draft.

(The clerk read as follows:)

SEC. 2. That the Secretary of the Navy be, and he is hereby, authorized and directed to adjust and determine the amount equitably and justly due to any contractor under a formal contract executed by the Secretary or under his authority, which amount in addition to or an element of the consideration named in such contract, where such amount has been expended by the contractor in accordance with any written agreement, whether in statutory form or not, or on the faith of any written promise of reimbursement, authorization, or order, when said agreement, authorization, promise or order was made by the Secretary or under his authority in connection with the performance of such formal contract and was made because of the exigencies arising out of the war; and such adjustment and determination shall be conclusive upon the accounting officers of the Government, and the amount thus found shall be paid from any appropriation available therefor. In case there is no appropriation available for such payment the Secretary shall report to Congress his findings and recommendations in relation thereto.

Mr. PADGETT. Mr. Walker, I would like to ask you just one question. I think this is an improvement over the other one, but in lines 1 and 2 there is this language: "and he is hereby authorized and directed." Ought we to put it so strongly that he is directed to do this? Ought he not to be given authority to do it. If he is authorized and directed, must he not consummate some sort of settlement? And if the other party is obstinate and insistent, must not the Secretary be under the duress, under this law, to yield more than if he was simply authorized to make a settlement. If he is given authority to make the settlement, is not that sufficient?

Mr. WALKER. I think the point is very well taken, Mr. Chairman. There have come up during—

Mr. BRITTEN (interposing). You suggest, Mr. Padgett, that the words "and directed" be stricken out?

Mr. PADGETT. Yes; I think that ought to go out. If we give him authority to settle, that is sufficient. If we direct him to make a settlement, then he is under a constraint not to come back to Congress without a settlement.

Mr. WALKER. I think that is right. Now, we want to be frank about this section. This is not a fixed-price section. It applies to all contracts, and it more particularly applies to the carrying out of cost-plus contracts where certain items have been allowed and paid.



many of them through the compensation board, and I want to say that if anything got by the compensatoin board it is straight. If anybody can put anything crooked over Admiral Capps and his associates, I have not seen him yet. Now, let me give you a sample. For instance, take this question of guards at plants. The Secretary issued a circular letter to all contractors somewhat to this effect:

You will be expected to use ordinary means to guard your plants during the progress of your contract. If the department orders anything in excess of this, we will take up with you the question of additional compensation.

Now, under that or supplemental to that the Secretary ordered the Bethlehem Shipbuilding Co., at the Fore River plant, to put in a certain specified guard, and specified that it should be paid by allocating the expense to the various vessels under construction. Subsequently that was changed so that that should be submitted as a special account. A week or so later we attached those papers to an order to the Bethlehem Company and said, "Do the same thing at the Union plant at San Francisco."

The disbursing officer at the Boston yard paid the Fore River account. The disbursing officer at Mare Island declined to pay it until the comptroller had passed on it. I do not know the amount of the Fore River bill, but the San Francisco bill was \$72,000. The comptroller said, "No; that is one of the obligations of the contractor under his general duties and should be taken out of his profits."

I do not know what has become of the Boston disbursing officer's payment, which must have been double the payment at Mare Island, but the auditor is still two years behind in his accounts and when he reaches it I anticipate it will be disallowed.

But there was an expense which the Secretary ordered to be incurred on the recommendation of the cost inspection board at that plant and it has not been paid in San Francisco and is liable to be disallowed in Boston.

Mr. BRITTEN. Although it has been paid.

Mr. WALKER. Although it has been paid, but every disbursing officer, as you gentlemen know, pays at his peril. That is a sample case.

In this case of the New York Shipbuilding Co. the history is as follows: In the latter part of February, 1918, there was a conference between Mr. Secretary Daniels and a number of the shipbuilders. As a result of that conference, several telegrams were sent out which were, in substance, "Put into force the wages ordered by the labor adjustment board and we will pay the increases."

One of those went to the New York Shipbuilding Co., and, as I stated a few moments ago, it was acknowledged and confirmed by letter, and they went ahead and finished the *Idaho*, and on that work they incurred an additional expense, according to this report, of \$992,000. There are certain other matters, but at least to that amount, if this section becomes law as it is, there is a written promise which would authorize the payment of this money without further action by Congress, if the Secretary has the money, or through a further authorization and appropriation.

In the letter of the Secretary which was read yesterday we call your attention to the fact that in one of the early deficiency bills,

after the armistice, there was a repealing of a number of our war-time appropriations running into many millions of dollars.

Mr. BRITTEN. Do you recall how many hundreds of millions of dollars applied to the Navy Department?

Mr. WALKER. I do not, but I want you to bear in mind that when we issued these orders we were not creating deficiencies; that is all. The deficiencies, if there are any, have been created by the repeal of appropriations.

Then there is another phase of this proposition. Some time back, the 1917 and 1918 appropriations were merged with the 1919 appropriations by act of Congress, and they all expire on the 30th of June next, the annual appropriations, so there may be cases where we had money and have money to-day to settle a claim but we will not have on the 1st of July because the appropriation will have been covered into the Treasury.

Mr. BRITTEN. What about section 3 which authorizes the Secretary to waive liquidated damages.

Mr. WALKER. That is a matter which, while it may affect some other contracts, is more particularly a Yards and Docks proposition.

Admiral PARKS. I think it is all right, as it now stands.

Mr. BRITTEN. And that will enable you to waive liquidated damages where the Government was responsible for the delay.

Admiral PARKS. Yes.

Mr. BRITTEN. Has any one any amendments to offer or to suggest to section 3.

Mr. O'CONNOR. May I ask, Mr. Chairman, whether this bill or a similar bill was introduced in the Sixty-sixth Congress?

Mr. BRITTEN. Yes; this very bill was introduced in the Sixty-sixth Congress and we have had extensive hearings on every section and every part of it by contractors from all over the United States and by department officials, including the Secretary of the Navy, and the subcommittee on Yards and Docks reported this bill favorably to the full committee, and it was under consideration by the full committee a number of times. The hearings have been printed. It was never reported to the House because of desired changes, some of which are now before the committee.

Mr. O'CONNOR. When was it introduced—early in the Sixty-sixth session?

Mr. BRITTEN. No; I would say it was introduced just about a year ago.

Mr. PADGETT. Mr. Walker has the original bill and can give the exact date.

Mr. WALKER. H. R. 13,390, which was the original bill, was introduced on March 31, 1920, and for Judge O'Connor's information I will say that we got to a point about where we are to-day when the conventions came along and a number of the members of the committee were too busy on the appropriation bill conference, and it went over, and I have always understood that everybody expected to come back after the conventions, but Congress adjourned and did not.

2. The purpose of my question, of course, was to  
to whether any unreasonable delay was permitted  
in putting the matter in this shape.

r. PADGETT. They took it up first with the department and the department concluded they had no authority, and then they came

r. WALKER. I think it is fair to state why such delay as has occurred did occur. Mr. Secretary Daniels did not believe this legislation was necessary and has told the committee so. He thought he could adjust it in the department. So this matter was taken up until it was taken up by outside parties appealing to the committee and bills were introduced which did not originate in the department at all. Mr. Secretary Denby has taken an entirely different attitude with regard to it.

r. BRITTEN. Secretary Denby is confronted with a condition, of course, which Secretary Daniels had to learn from time to time. It is a condition that developed, and as time went by the demands from the various contractors from all over the United States, of course, increased.

r. PADGETT. And he has the benefit of all that Mr. Daniels developed and matured.

r. WALKER. There was, of course, some painful episodes with regard to profits during the war which Mr. Daniels had personal acquaintance of, and it affected his point of view on the whole question.

Mr. Denby takes that as history and has started out on the theory that we had better get the war behind us as rapidly as we can and I want to say in exoneration of the comptroller that two years ago I talked this matter over with him, and he urged very strongly that the department should take the initiative in this legislation and said, "Do not let us get another Civil War situation; let us get these claims all settled up while the men who know about them are living." The older Members of the House know that it is only very recently that we got rid of the Civil War claims, and then simply by saying that we would not consider them any

r. BRITTEN. Have you any amendment to suggest to section because of the committee's present inability to appropriate money?

r. WALKER. Yes, Mr. Chairman. It seems to me that you are somewhat in the situation of the omnibus building bill which never appropriates but simply authorizes. I have taken the liberty in my suggestion of changing the amount as named therein to the amount recommended by the Secretary of the Navy. That is a minor matter, because the substance is what you want to consider, I think.

r. BRITTEN. Your suggestion is that in line 18, on page 4, we strike out "there is hereby appropriated" and insert in lieu thereof "there is hereby authorized."

r. PADGETT. It is simply an authorization like the rivers and harbors bill.

r. WALKER. Yes.

r. BRITTEN. Mr. Gerner, we will be glad to hear you now.

Statement of Hon. **FRED B. GERNERD**, a Representative in Congress  
from the State of Pennsylvania.

Mr. GERNERD. Gentlemen, I have read this bill which you have been considering, and, personally, I have come to the conclusion that it does not cover the very matter I am very much concerned about; but I do believe that this is the proper committee, and that, if possible, an amendment to this bill covering what I am about to discuss, would be the proper thing. In other words, I represent the Bethlehem steelworkers of the Bethlehem plant, at Bethlehem, Pa. I should say there are over 21,000 men involved, and eventually, this may involve 38,000 men.

During the war, while the War Labor Board was functioning, the board of which President Taft and Mr. Walsh were joint chairmen had heard the grievances of the men of the Bethlehem Steel plant and they made an award in which they allowed overtime payments to the employees of the Bethlehem Steel plant covering a period of about seven months.

These men were engaged, as you all know, in manufacturing ordnance and making all kinds of projectiles. In other words, they were really working for the United States Government at that time. The Ordnance Department of the War Department has recognized this award made by the War Labor Board and have figured out that the amount of work performed for and on behalf of the Army was about 62 per cent, and that the work done by these men on naval ordnance was about 24 per cent. Under the Dent bill, the Army was authorized to make certain appropriations to cover these overtime payments as allowed, and the War Department is now in the course of paying these 21,000 men or in other words, paying for this 62 per cent.

As I understand it, the Secretary of the Navy has stated he had no authority to make this payment of the 24 per cent; in other words, that no contract had been entered into between the Navy Department and these men, or the Bethlehem Steel Plant. It finally resolved itself, as I understand it, into a question not between the Bethlehem Steel Plant officials and the Navy Department, but as a matter of the Government dealing with the individual workers themselves, in which this award was allowed. There have been conferences held by myself with different departments, and I was informed that this is the proper committee to come to, and that the thing to do is to either have this Britten bill amended or a new bill introduced.

Now, gentlemen, it is over two years since this war was fought, and none of these men have received a penny.

Mr. McCLINTIC. That is, a penny of increase.

Mr. GERNERD. Nothing of the overtime payment. There were all kinds of representations made to these men at that time by the officials of the Government; and if possible, while you are considering this matter, I believe it would be of the utmost importance to get this matter affecting the Navy straightened out, and I am sure that the Navy Department officials will certainly recognize that it is of the highest moral obligation, if not predicated on an absolutely legal proposition, arising out of work that was done during the war.

Mr. BRITTEN. I would like to suggest to the members of the committee that I went over this matter rather generally with Congressman Gernernd the other day, and I think we concluded he ought to intro-

once for the consideration of the committee, and let this be on its own ground and not have it added as an amendment, which is a different matter entirely, and we will be able to give him and his constituents every consideration possible and produce such a bill.

MR. RD. That is very kind, but I evidently misunderstood you. I understood you to say that the thing to do was to have the bill amended to cover this proposition. If you had something else in mind, like a special bill, or if the committee

had been (interposing). I even went so far as to suggest to you that you could help you to prepare that bill and you said you would come back; do you not remember that?

MR. RD. I said that I would come back and here I am.

MR. RD. I will be very glad to talk with you about it, I am

MR. RD. I think it would be best to bring it in as a separate

MR. RD. Will you permit me to ask a question? You say that about 38,000 wage earners who worked overtime and have not been compensated for it.

MR. RD. That is true, according to the award of the War

MR. RD. There were orders issued by the War Labor Board which were not acted upon by the Bethlehem people?

MR. RD. No; not the Bethlehem Steel Co. The Ordnance Department of the War Department had that matter in charge, and the Ordnance Department itself or the Government itself is responsible for this overtime work.

MR. RD. But they did not pay for it. They were to pay for it and did not.

MR. RD. They did not. The great difficulty came in the administering and interpreting the award.

MR. RD. I am inclined to agree with you that these wage earners should be put on an equal footing with the contractors.

MR. RD. That is the proposition.

MR. RD. We are all agreed about that.

MR. RD. Why not do it, if we are agreed about it.

MR. RD. The truth of the matter is, gentlemen, it has created an unhealthy feeling between these men and the Government. I know myself that during the war we all tried to do our part and we went and made speeches to these men and the Government sent their men there, and it has been two years and a half and not one of these men, with the exception of the electrical workers, have received any payments, and those payments were made to the Bethlehem Steel Co. to the electrical workers.

MR. RD. I think they have cause for complaint.

MR. RD. Why have you not taken this matter up earlier?

MR. RD. Between you and me, I have only been a Member of Congress for 11 weeks.

Committee thereupon adjourned.)

a bill on the constitution of the committee, and let the  
 it stand on its own ground, and let it stand as an amend-  
 to this bill, which is a different matter, and we will be  
 glad to give him and his committee every consideration possible  
 with reference to a bill.

Mr. Chairman, that is very kind, but I evidently misunderstood  
 Mr. Chairman, I understood you to say that the thing to do was  
 to let this bill stand on its own ground. If you had  
 anything else in mind, like a special bill, or if the committee

is in a hurry, I am willing to let it stand on its own ground.  
 I am willing to let it stand on its own ground, and you  
 that I would help you to prepare that bill, and you  
 in some way, do you understand that?

Mr. Chairman, I said that I would come back and let I am  
 to prepare. I will be very glad to talk with you about it. I am

to prepare. I think it would be best to bring it in as a separate

Mr. Chairman, Will you permit me to ask a question? You say  
 that about 25,000 were negroes who worked overtime and have  
 been compensated for it.

Mr. Chairman, that is true according to the report of the War  
 Department. There were orders issued by the War Labor Board  
 and executed by the War Labor Board.

Mr. Chairman, I am not sure that the War Labor Board  
 is the War Department, but that matter in charge  
 of the War Department itself, or the Government itself is  
 not for this overtime work.

[No. 52.]

**CLOTHING AND SMALL STORES FUND.**

[General account of advances.]

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hearing on Section 1 of the Bill H. R. 3150.

Before the

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, May 18, 1921.**

met at 10.30 o'clock a. m., Hon. Thomas S. Butler, presiding.

Dear Admiral DAVID POTTER, Paymaster General,  
Mr. CLYDE REED, Special Assistant.

Mr. Reed no doubt, has told you the history of our bill for your department. We reported a bill at containing three sections, and two of those sections law by an amendment on the deficiency bill. This I took up and I introduced it along with the others for your department. Are you sure that this is necessary provisions contained in the deficiency bill afford you all relief.

MR. No, sir; they will not.

Then, we will hear what you have to say in regard to this bill.

MR. The clothing and small stores fund as authorized, that we are asking now, is very much of the nature of a naval supply account fund. It is in the nature of a fund for what the technicians call an imprest, which renews itself as purchases are made. Any money secured for the benefit of the small stores fund is so secured from sales made at enough to cover possible losses as issued to enlisted men who, as you all know, are charged for the clothing and not including a certain bonus of clothing which is given on enlistment. During the war stocks were bought in excess of present actual needs. The bureau, as I understand, was inefficiently ahead, as they thought, to provide for a million persons, thinking, of course, the war would last a year and perhaps two or three years longer. They had a stock to start with for about 90,000. That, of course, was insufficient. We had 500,000 and expected to have

700,000 before the war was over. Purchases were made accordingly and the stocks on hand jumped from about \$4,000,000 to its present value of about \$63,000,000.

The CHAIRMAN. \$63,000,000?

Admiral POTTER. Roughly; yes, sir. The authorized fund, as authorized by law, is \$42,000,000. What we are asking for now is authority to establish a fund equal to the value of stock that we have on hand at the end of this fiscal year, in order to cover the point of the stock purchased beyond the authorized clothing and small stores fund.

The CHAIRMAN. You want to cover the difference between the \$42,000,000 and \$63,000,000?

Admiral POTTER. That is it, precisely.

Mr. PADGETT. In other words, it is a bookkeeping arrangement.

Admiral POTTER. It is, again, one of those bookkeeping transactions, Mr. Padgett.

Mr. PADGETT. In other words, it does not involve any actual appropriation of money hereafter out of the Treasury but is to cover what has already been paid out of funds in the Treasury above the \$42,000,000 which was heretofore established as the limit of the fund.

Admiral POTTER. That is it; absolutely. There is no additional money to be taken out of the Treasury. It is already out.

The CHAIRMAN. Now, what do you propose to do with the goods on hand which you have purchased running from \$42,000,000 to \$63,000,000?

Admiral POTTER. We propose to keep those and issue them as rapidly as possible to the enlisted men of the Navy. It will take probably several years, because, of course, the indicated personnel that is allowed us is much reduced. All of that stock is perfectly good but necessarily there will be a small deterioration, but that will be very small and will be written off as it goes along. Practically all of it will be on our hands for several years, and some of it, unquestionably, for a number of years while we are holding it and making issues.

The CHAIRMAN. What will you have to do with it if this provision does not become a law?

Admiral POTTER. We will have to continue to hold the stock and it will continue to be financed on account of general account advances, since it is paid for and no additional expenditure is involved except for the care of it, which will be done under current appropriations. We will just continue to hold it in its present situation without the authority.

Mr. BRITTEN. You would continue to hold it until you sell it?

Admiral POTTER. Yes, sir. I suppose Mr. Britten means until we sell it to the men.

Mr. BRITTEN. Yes.

Admiral POTTER. That is precisely what we would do. The general effect would be that if we do not get this authorization we would have to continue to hold the goods, unless ordered not to by Congress. We could not give them away.

Mr. BRITTEN. In other words, you would continue to do just what you are doing now?

Admiral POTTER. Yes, sir; precisely.



Mr. BRITTEN. Then why can not that be done without this increased authorization of \$21,000,000, because that is what it is, in substance?

Admiral POTTER. We would like to have authority of law for what we are doing.

Mr. BRITTEN. Suppose we do that, will that raise the limit of our stores for all time in the future to \$63,000,000 rather than \$12,000,000?

Admiral POTTER. Yes, sir; if this is passed as it is now.

The CHAIRMAN. I do not understand it so.

Mr. REED. The fund would be established at approximately \$10,000,000 on the 30th of June. During this current year, in lieu of making an appropriation for outfits on first enlistment, the naval bill provided that the value of the outfit should be charged to the clothing fund.

Admiral POTTER. The amount of \$63,000,000 will be reduced by the amount of the issues on first enlistment.

Mr. REED. In lieu of getting this deficiency in the fund made good, we had provided in here that hereafter the value of the outfit should be charged to the clothing fund, so that the capital of the fund would gradually be reduced, and that would obviate the necessity for a number of years of making any specific appropriation for outfits on first enlistments.

Mr. BRITTEN. But all the time you will be authorized to carry a \$3,000,000 supply account?

Mr. REED. No, sir. For instance, during 1922, assuming we issue \$3,000,000 on outfits on first enlistments, then the capital of the fund by the first of the year would be reduced to \$60,000,000, and \$10,000,000 would be all we would be authorized to carry. During the next year it would be further reduced, so that as the years go

Mr. BRITTEN (interposing). I understand that we stop the appropriation, and that part is not confusing me at all, but I do not know whether the committee wanted to increase the supply account fund from \$42,000,000 to \$63,000,000 and leave it there.

Mr. PADGETT. Oh, no; it does not leave it there.

Mr. BRITTEN. I realize it does not leave the supply there, and we do not appropriate for it, but I am afraid we will establish a supply account fund of \$63,000,000 unless we reduce it later on.

Mr. PADGETT. If I understand this provision, it is legalizing and authorizing the fund to start with at \$63,000,000, the value of the stock of goods now on hand, and then the latter part of the clause authorizes the issue of these amounts to be charged to that fund each year. Hereafter they will stop making appropriations for that fund and each year as they issue \$3,000,000 or \$2,000,000 or \$1,500,000 of stock, that would be charged up and each year it would reduce the fund from \$63,000,000, if \$3,000,000 worth was issued, to \$60,000,000, and the next year, if there was \$3,000,000 more issued, it would be reduced to \$57,000,000, and the next year, if it was \$2,000,000, it would be reduced to \$55,000,000, and in the course of a number of years that stock on hand would be consumed by issue to the Navy and would automatically, as it is issued, reduce the fund down to the value of what is left on hand.

Mr. BRITTEN. I understand that. It is perfectly clear as to stock. You are talking about the stock and I am talking about authorization.

Mr. REED. As the stock goes down by issues on account of or on first enlistments, the value of the fund is decreased, and authority to make purchases is correspondingly decreased.

Mr. BRITTEN. Suppose the stock finally goes down to \$20,000 how low will your authorization be?

Mr. REED. It will be \$20,000,000.

Mr. BRITTEN. Then you would only be authorized by law to and have \$20,000,000 worth of stock?

Mr. REED. Yes, sir.

Mr. BRITTEN. How can that be increased to \$42,000,000, present authorization?

Mr. REED. If the legislation stands just as it is, the fund would finally wiped out, but we do not know at the present time what strength of the Navy is going to be, what the reserve clothing we have to carry will be; but we feel that for a number of years at least we can afford to charge up to the capital of the fund the amount issued for outfits on first enlistment. After a few years, when situation is clarified, we will then have to take up with the committee a possible modification of the law, either making specific appropriations for outfits on first enlistment after the clothing fund has gone down to a safe minimum, or repealing this legislation.

Mr. BRITTEN. Then this language attempts not only to reduce fund but also the authorization.

Admiral POTTER. In that sense; yes, sir. In theory, Mr. BRITTEN the fund could whittle down to nothing in the course of years, when we see we have reached a point where actual experience shows we must maintain maybe five or ten or fifteen or twenty million dollars, according to the number in the service, then we will have to present the matter to you gentlemen again.

Mr. BRITTEN. Then you will come for an authorization for appropriation for this supply fund?

Admiral POTTER. Yes, sir; in effect it would be that. We will come before you and ask for an authorization to furnish outfit for first enlistment which would enable the fund to stand stationary at the point where it was when we came before you.

Mr. BRITTEN. When you come before us, you mean to-day?

Admiral POTTER. To-day or five years from now.

Mr. REED. Five years from now?

Mr. BRITTEN. I am not so sure that the language would establish the authorization at the amount of the fund as it will appear on the books five years from now. What is there in this language that would cut the \$42,000,000 authorization?

Admiral POTTER. The language which says:

To equal the value of the stock on hand in the clothing and small stores account June 30, 1921.

That will be apparently about \$63,000,000. Then in a subsequent semicolon phrase there is this language:

And hereafter the clothing and small stores fund shall be charged with the cost of all issues of clothing and small stores made to enlisted men and apprentices required as outfits on first enlistments, not to exceed \$100 each, and for civilian clothing not to exceed \$15 per man to men given discharge for bad conduct, for undesirability or inaptitude, etc.

**Mr. BRITTEN.** But where do you reduce the authorization from \$63,000,000.

**Mr. REED.** We issue \$3,000,000 of clothing on that account, and it is charged up to the clothing and small stores fund, our capital account. Up until this fiscal year we have had specific appropriations for outfits on first enlistments, and when we issued the clothing for that purpose we debited the outfit on first enlistment and credited the clothing and small stores fund.

**Mr. BRITTEN.** Yes; you have had a specific appropriation, but you also have now a specific authorization or limitation of \$42,000,000 and you are going to raise that to \$63,000,000.

**Mr. REED.** Yes, sir.

**Mr. BRITTEN.** I may be somewhat dense, but I still can not see where you reduce that authorization.

**Mr. SWING.** If you add at the end of the page this sentence, would not that clarify the matter: "And the authorization for the clothing and small stores account shall be reduced accordingly"? As it is being charged at \$100 per first enlistment, the authorization for this account will be reduced.

**Admiral POTTER.** Yes, sir; or words to that effect.

**Mr. SWING.** That language could be added there and would make it clear to everybody.

**Mr. BRITTEN.** I may be very dense, but I can not see where your authorization of \$63,000,000, if established at that amount, would be reduced by this language. I can see where you will reduce your fund and your supply of stores on hand, but I can not see where you will ever reduce the authorization.

**Mr. REED.** The money has gone out of the Treasury and there is no way of getting it back.

**Mr. BRITTEN.** But the authorization is there just the same.

**Admiral POTTER.** I think some such words as have been suggested here would be very good in order to make that point clear—that the clothing and small stores fund shall be reduced by the value of such issues.

**Mr. BRITTEN.** What is the suggested language?

**Admiral POTTER.** After the words "not to exceed \$100 each, and for civilian clothing not to exceed \$15 per man to men given discharge for bad conduct, for undesirability or inaptitude, and the uniform gratuity paid to officers of the Naval Reserve force," add these words: "And the clothing and small-stores fund shall be reduced by the value of such issues."

**Mr. BRITTEN.** That does not do it either.

**Mr. SWING.** "And the authorization shall be reduced."

**Mr. PADGETT.** If you make it read that the clothing and small-stores fund is hereby increased so as to equal the value of the stock and then if you add that the value of the small-stores fund is hereby reduced by the amount, etc., that would make it clear.

**The CHAIRMAN.** Let me see if I understand this situation. You have authority for \$42,000,000.

**Mr. REED.** We have an appropriation of \$42,000,000.

**The CHAIRMAN.** And you may maintain this fund at \$42,000,000.

**Mr. REED.** Except that we are losing about \$6,000,000 this year as a result of charging outfits on first enlistment to the clothing fund.

**Admiral POTTER.** We have the authority; yes.

The CHAIRMAN. Congress did make an attempt to put a stop it somewhere, and they put the stop at \$42,000,000, as Mr. Britten has said.

Admiral POTTER. Yes, sir.

The CHAIRMAN. Is it your purpose by this language to obtain authority to increase it above \$42,000,000?

Admiral POTTER. Yes, sir.

The CHAIRMAN. That is what Mr. Britten has in mind.

Mr. PADGETT. That is, temporarily.

Admiral POTTER. Yes, temporarily; and then to reduce it down just as low as we can to handle it, which may be \$10,000,000 or \$15,000,000, or perhaps more than that.

Mr. PADGETT. Suppose it went up to \$35,000,000 and then you wanted to increase it, would you have authority to increase it above \$35,000,000?

Admiral POTTER. No, sir; we would not have authority to increase it above the \$42,000,000.

Mr. BRITTEN. You could do that by appropriation.

Admiral POTTER. Yes; by appropriation.

Mr. BRITTEN. You would not require any further legislative authority.

Admiral POTTER. Oh, no; if we had the appropriation.

The CHAIRMAN. Why is it necessary for us to pass this measure? You are doing the same thing now.

Admiral POTTER. Yes, sir; but we are doing it, so to speak, with the authority of law, except the general one that allows the department to provide fuel, subsistence, clothing, etc., in excess of appropriation.

Mr. BRITTEN. Following the chairman's suggestion, suppose you do not get this law, will you not automatically accomplish your desire without this legislation?

Mr. REED. There is this other feature in connection with it: had three propositions before you in H. R. 15964—the naval supply account, the clothing fund, and the war materials price reduction. In the clothing fund the material is about 33 per cent in value over current prices. We got the legislation through directing the reduction in prices of materials purchased at war prices, and unless we had this increased appropriation so as to bring the total of the clothing fund up to the value of the stock on hand, when we reduce the price by 33 per cent we would have actually reduced our fund down about \$15,000,000, because we have got to wipe off \$22,000,000 book value, and we would not be able to finance the situation properly.

The CHAIRMAN. Where is the advantage to the Government in this matter?

Mr. REED. In the price reduction?

The CHAIRMAN. No; in this legislation.

Mr. REED. It enables us to furnish the enlisted men with clothing at present prices instead of charging them war prices for the clothing, and it also makes it possible to cut out of the naval appropriation the appropriation for outfits on first enlistment. Unless this provision goes through this year or the naval bill is further amended there will be no appropriation for next year to which to charge outfits on first enlistment.

Mr. HICKS. What are you charging the men now on first enlistment?

**Mr. REED.** The 1921 bill carries a provision for this particular year, charging it to the clothing fund.

**Mr. HICKS.** Then you are not charging them war prices for clothing.

**Mr. REED.** We have reduced the prices on articles that we issue, from about the 15th of May, anticipating the getting of this legislation through.

**Mr. HICKS.** So if this legislation does not pass, as I understand it, you can not issue this clothing to the men except at the war prices; is that correct?

**Admiral POTTER.** That is my understanding.

**Mr. REED.** We would not be able to finance it. We would have nothing to charge the loss up to unless this legislation goes through.

**Admiral POTTER.** There is difficulty now in the fleet, sir, because the men have to pay higher prices for their clothing when issued from the supply department than they can get the same clothing ashore for. Of course, as soon as they purchase it from civilian tailors, the question of nonregulation clothing comes in. That broke into the newspapers a few days ago through a recommendation of Admiral Rodman. And, of course, it is very difficult to enforce the securing of regulation clothing when the men can buy clothing ashore much cheaper than is some of the regulation clothing.

**Mr. PADGETT.** Does not the provision in the deficiency bill authorize you to issue the clothing to the men at the reduced market price.

**Mr. REED.** Yes; that is the law that authorizes us to issue it at reduced prices but unless we get the fund increased we can not afford to do it. In other words, we would almost wipe out the existing fund by the reduction in prices.

**Mr. PADGETT.** You have about \$63,000,000 worth of goods on hand.

**Mr. SWING.** That would be at war prices.

**Admiral POTTER.** Yes, sir.

**Mr. PADGETT.** One third of that would be \$21,000,000, which would leave you \$42,000,000.

**Mr. REED.** In clothing.

**Mr. PADGETT.** Yes; in clothing on hand at present prices. Now, that reduces your fund from \$63,000,000 to \$42,000,000.

**Mr. REED.** No; the fund now authorized is \$42,000,000, of which about \$6,000,000 will be issued this year on account of outfits.

**Mr. PADGETT.** I am talking about what you have actually got on hand. Under the provisions of the deficiency bill you can issue and you can charge off the list or depreciation.

**Mr. REED.** Yes, sir.

**Mr. PADGETT.** Then assuming you charge off \$21,000,000 from your \$63,000,000, then you have \$42,000,000 of actual value on hand.

**Mr. REED.** Yes.

**Mr. PADGETT.** Now, that brings it down to about the present authorization. Having no appropriation, you need authority to issue this clothing and charge it as a further charge against this \$42,000,000.

**Admiral POTTER.** On account of first enlistments and all that sort of thing.

**Mr. PADGETT.** Yes.

**Admiral POTTER.** That is right.

**Mr. PADGETT.** On account of outfits on first enlistment and civilian clothing and the uniform gratuity paid to reserve officers.

Admiral POTTER. Yes, sir; about \$3,000,000 a year.

Mr. PADGETT. Yes; about \$3,000,000 a year. You now want authority, as I understand, in issuing that clothing, having no appropriation in the bill, to charge that against this present price.

Admiral POTTER. Yes, sir.

Mr. PADGETT. It seems to me it would make it perfectly clear with the language here if you would just make the period a comma, after the word "force," and add "and the clothing and the small stores fund shall be reduced by the value of such issues."

Admiral POTTER. Yes, sir; I think it will.

The CHAIRMAN. Would it be better to have it read, "present value or values"?

Mr. PADGETT. No; because that may be changed.

Admiral POTTER. Yes.

The CHAIRMAN. As I understand it, the Government paid \$63,000,000 for this material it has on hand and there is a depreciation of 33½ per cent, or \$21,000,000.

Mr. PADGETT. Authorization has been made to charge that off.

Admiral POTTER. It has not been done yet.

Mr. PADGETT. But it is bound to be and you have authority to do it.

Admiral POTTER. Yes, sir.

The CHAIRMAN. The \$21,000,000 is what is bothering us, and this will give you authority, if I quote you correctly, to issue to the men this material at its present value.

Mr. PADGETT. Charging off and reducing the fund below the \$42,000,000 from year to year as it is issued.

Admiral POTTER. Yes, sir.

Mr. PADGETT. And if authority is not given here to do that, then they have no authority under existing law to charge against this fund the issue of the clothing, because under the practice heretofore we made an appropriation for that purpose and they used that appropriation to reimburse the clothing fund.

Admiral POTTER. Yes, sir.

Mr. PADGETT. Now, not having made this appropriation, it is necessary for him to charge this against the capital of this fund.

Mr. BURDICK. Is there any need for the first seven lines in the bill? Why can not all be accomplished by striking out the first seven lines and starting in at the seventh line?

Mr. REED. We would reach the point where we would have wiped out the capital of the fund and have some \$27,000,000 worth of clothing on hand for which we owe the Treasury. Being financed out of general account of advances we would be required to issue that without securing reimbursement, and we would have no means of paying our debt to the Treasury. In other words, we want to pay our debt to the Treasury under general account of advances.

The CHAIRMAN. This is to give you an opportunity to finance yourself and keep yourself straight with the Treasury. The Government is going to lose the \$21,000,000, of course.

Mr. REED. In other words, what we are actually doing is asking you to wipe out our debt to the Treasury now in one sum and let us pay it back by making issues from year to year for the outfits on first enlistments, instead of continuing to carry the deficiency under general account of advances and getting an annual appropriation for outfits on first enlistment.

The CHAIRMAN. That is quite plain. Will you ask for appropriations then for outfits on first enlistment hereafter?

Mr. REED. No, sir; not until the clothing fund gets down to a point here we find it has gone too low and we ask then for new legislation.

The CHAIRMAN. What appropriation did you obtain in the present bill?

Mr. REED. It was estimated that in 1922 the expenditures on account of outfits on first enlistment would probably run a little over \$3,000,000.

The CHAIRMAN. That will be removed from the appropriation bill?

Mr. REED. It is not in the bill. It was left out of the bill.

The CHAIRMAN. But if this legislation is not passed, that would have to be added to the bill?

Admiral POTTER. Yes, sir; something like that would have to be put in the bill.

The CHAIRMAN. And year after year we will have to provide for that just as you are anticipating providing for it in the present bill?

Admiral POTTER. Precisely.

Mr. HICKS. Let me ask you this question: In the last bill that has passed by Congress there was this item in it:

During the fiscal year ending June 30, 1921, the clothing and small stores fund shall be charged with the value of all issues of clothing and small stores made to enlisted men and apprentice seamen required as outfits on first enlistment.

Now, unless this legislation takes effect, we would have to put some such provision in every bill as we go along, is that correct?

Mr. REED. You would have to put some such provision in every bill, and as I was pointing out, because of the overobligation of the fund, we would reach a point where all of our stocks would be gone and we would be left with a debt of some \$30,000,000 to the Treasury from which we were getting no revenues.

Admiral POTTER. The answer to your question is, yes, sir.

Mr. HICKS. In other words, what you want to do now is to eliminate the necessity of putting this item in every appropriation bill as they come along.

Admiral POTTER. Yes, sir.

Mr. PADGETT. You will perhaps remember the little conversation on the floor of the House between Mr. Kelley and myself over the matter of putting in there the word "hereafter." You will remember that at the last session I called attention to the fact that there was no appropriation for outfits on first enlistment, and Mr. Kelley replied that they had authority for that, and I said that they had no general authority for it. The only authority we have is in the current bill that you have there and that authority they omitted to reinsert in their bill, and hence there would have been no authority to issue the thing because there was no corresponding appropriation and there was no clause waiving it, as we had put in in the previous bill, the Appropriations Committee leaving it out.

Mr. BRITTEN. How long will it take to reduce this fund down to a small or a reasonable amount of five or six million dollars?

Admiral POTTER. It will depend upon the number of persons allowed for the naval service, and also, to some extent, upon the rising and even upon the weather. It will certainly be a number of years.

Mr. BRITTEN. Will it be 15 years?

Admiral POTTER. I should think it would be less than that.

Mr. BRITTEN. Ten or twelve years?

Admiral POTTER. Ten or twelve years, I should say.

Mr. KRAUS. In addition to issuing clothing on first enlistment or where discharges are made for inaptitude, etc., you dispose of clothing and small stores otherwise, do you not?

Admiral POTTER. We dispose of obsolete clothing and deteriorated clothing, and that sort of thing, which are disposed of at public sale after formal condemnation and appraisal. In exceptional instances, when directed by the Secretary of the Navy, we may sell some remote station as a matter of convenience. Laterly, also, we have authorized within the last few weeks, the sale of the smaller articles of clothing through the ship's store. They are sold for cash like any other article for the convenience of the men. For instance, suppose he is short a pair of trousers and there is going to be an inspection, instead of going down to the storeroom in a formal manner and presenting a requisition, he can go to the ship's store, if he prefers, and pay cash for them. We do not know how much that will run a year, but it will increase the amount a little.

Mr. KRAUS. Have you not been selling to the enlisted men for a number of years?

Admiral POTTER. Not through the ship's store, sir. We have been selling only in the sense that it is charged against his pay account. He has not been allowed to pay cash for it. The bulk of the clothing is not a cash sale over the counter. It is charged against a man's pay account.

Mr. KRAUS. From all these various sales, about how much money or about how much credit have you been securing annually?

Admiral POTTER. For the year ending June 30, 1920, we issued to officers, crews, and marines; that is, issued with a charge against them, \$11,145,690. If it continues at that rate, it will whittle down very fast.

Mr. KRAUS. In other words, you get that amount of credit in this fund which you could reinvest.

Admiral POTTER. Yes, sir.

Mr. KRAUS. And the way this legislation is prepared, you will each year get approximately that amount for the purpose of reinvestment and keeping this fund up.

Admiral POTTER. We will get a considerable sum of money; yes.

Mr. KRAUS. Then as a matter of fact, in view of the fact that you will get at least, at its reduced value, \$11,000,000, should not the amount you receive from cash sales be turned into the Treasury so that we may get this fund down to a prewar basis at as early a date as possible?

Admiral POTTER. Of course we have to have a cash leeway there, sir.

Mr. KRAUS. I would like to have any reason why it should not be turned into the Treasury.

Admiral POTTER. We would have to have a cash leeway, which it is hard to determine now, and also in that specific case, if we took that money and turned it into the Public Treasury, you would have the enlisted men to that extent supporting the Public Treasury from



their hard-earned pay, because this money is charged against their pay, which comes out of Pay of the Navy.

Mr. KRAUS. They are doing that now. The enlisted man has been doing that now without any legislation?

Admiral POTTER. Yes, sir; he has been doing that in the sense that he continues to make an imprest fund which again purchases for his own benefit.

Mr. KRAUS. It is not a burden on him in any sense at all because you are selling it to him at cost.

Admiral POTTER. It is no unusual burden on him; no, sir.

Mr. KRAUS. He would have to buy it on the outside?

Admiral POTTER. Yes, sir.

Mr. REED. The effect of that would be to wipe out the fund very much more rapidly, so that instead of coming up here in five or six or seven years and asking you for additional appropriations for the purchase of clothing, we would probably be up here in two or three years.

Mr. KRAUS. I think the purpose of this committee is to get down to a stable basis and for the committee to determine what authorization should be given you. As a matter of fact, although you have on the reduced basis \$42,000,000 worth of clothing, you are also in a position where you can purchase about \$10,000,000 worth each year?

Admiral POTTER. Yes, sir; that is right; but that does not increase the fund.

Mr. KRAUS. It does not increase the fund, but it gives you control over a much larger fund than I believe it is the desire of the committee to give you, and good business does not require that you should have a fund of that kind. As a matter of fact, you readily say that one of your purposes is to reduce this fund.

Admiral POTTER. Absolutely; yes, sir, reduce the stocks.

Mr. KRAUS. I have assumed that you do need each year a small amount probably to bring up inequalities in your stock; is that true?

Admiral POTTER. That is true; yes, sir.

Mr. KRAUS. Or is the stock of such an assortment that you do not have to make additional purchases?

Admiral POTTER. We have to make additional purchases because the sizes, etc., run very differently.

Mr. KRAUS. Yes; I meant for that purpose.

Admiral POTTER. The sizes run very differently. Right now we are engaged in making a lot of special small sizes in the New York clothing factory, so called, in an endeavor to meet the smaller sizes of the enlisted personnel.

The CHAIRMAN. As I understand it, this will enable them to go ahead with the money they have on hand and which has already been appropriated and which they can use without going out to the taxpayers and asking for any more money for a certain number of years; is that it?

Admiral POTTER. Yes, sir.

Mr. SWING. This makes them independent of Congress, so far as appropriations go?

Admiral POTTER. I can see what Mr. Kraus means. I think he has in mind that we ought to reduce this fund more rapidly than by suing to first-enlistment men, and he proposes or has in mind the

possibility of reaching that end by turning into the Treasury all or a considerable part of the values of sales made.

Mr. KRAUS. That is the exact purpose.

Mr. PADGETT. Suppose we were to put on a limitation here that 60 per cent of the amount realized from sales should be covered into the Treasury and leave you 40 per cent for keeping up and replenishing your stock in different sizes and changes that you might need in that way. Would not that answer your purpose?

Admiral POTTER. That probably would answer what Mr. Kraus has in mind. I should be very reluctant to see it done for a year or two, until we see how we are going to work out.

Mr. PADGETT. In other words, it has occurred to me, just as Mr. Kraus has suggested, that if your sales approach, or are expected to approach, anything like \$10,000,000 a year, with the original fund before the war around \$5,000,000, if you had \$4,000,000 you would have a sufficient recuperation and resupply fund to add to the stock of \$42,000,000 which you are gradually reducing from year to year, and would reduce by that process the \$6,000,000 you sold, and then in addition to that the amount you issued under the provisions of this bill, and that would leave you \$4,000,000 to recuperate and replenish your stock to keep it in proper shape. You have \$42,000,000, out of that you sell \$10,000,000, and the net reduction of that would be \$6,000,000, which would reduce the amount to \$36,000,000 that you would have. In addition to that reduction of \$6,000,000 from sales, there would be the reduction by issues, which is provided for here in the bill, and assuming that that would be \$3,000,000, that would reduce the amount to \$33,000,000.

Then the next year if you sold \$10,000,000, that would reduce it further, and with the \$6,000,000 reduction would bring the amount down to \$27,000,000 and the \$3,000,000 of issues would bring the amount down to \$24,000,000 the next year. So that it occurred to me that if you covered into the Treasury 60 per cent of your sales and reserved 40 per cent, you would have a sufficient cash fund to keep your stocks replenished and built up.

The CHAIRMAN. In other words, give him an opportunity to use the amount that we appropriated for that purpose prior to the war period.

Mr. PADGETT. Yes; practically that amount, \$4,000,000. It is \$1,000,000 more than he says he will issue under the provisions of this section.

Admiral POTTER. I do not know that that would be sufficient to finance it. The Navy is twice as large as it was and money values presumably will be higher than they were.

Mr. PADGETT. I was simply assuming, Admiral, that with \$4,000,000 to replenish your stock and with a stock on hand to start with of \$42,000,000 that you want to reduce down, if your issue was estimated at about \$3,000,000, then \$4,000,000 would be enough to meet these readjustments and this replenishment of your stock. The only question that occurs to me is whether or not your sales next year will equal \$10,000,000. If they run to \$8,000,000, 60 per cent of that would be \$4,800,000 and then you would have \$3,200,000 to operate on.

Mr. KRAUS. Of course, if their sales were less, they would need less money. I think Mr. Padgett's suggestion is a very good one, but I am going to put in the record for consideration a proviso which I

might meet the situation although it has not as much fixity of suggestion.

CHAIRMAN. Mr. Kraus please read the proviso to Admiral

KRAUS (reading):

d. That all receipts from issues of clothing and small stores not a part of first outfit shall be covered into the Treasury as miscellaneous receipts except hereof as may be required to defray the cost of replenishing stocks of clothing and small stores: *Provided, further*, That no article of clothing or small stores shall be bought or manufactured in excess of the quantity necessary to meet the requirements of the authorized enlisted strength of the Navy.

Now there are some things about Mr. Padgett's suggestion that are better than this language here, "except so much thereof as may be required to defray the cost of replenishing stocks of clothing and small stores," because it fixes a definite policy by which the amount is determined. Under my language it would largely depend on the will of the authority. I merely put that in so that it may be under the consideration of the full committee.

PADGETT. When we take up the bill in executive session, we will discuss that.

KRAUS. Yes; I would like Admiral Potter to make reply, how-

Admiral POTTER. I can not see all the implications of that language when hearing it read, and it is probable that I would have to look for some hours, even; but on the surface, it seems to confine the replenishment of one year's stock and prevent our holding, finally, if not immediately, a reserve in hand. I would like to see figures showing what we pay out, so to speak, to counter-balance the \$11,000,000 issued. During the same year we made issues we made expenditures of \$8,771,000 against that item.

PADGETT. The question arises right there, what did you do with the difference between the \$11,000,000 and the \$8,771,000 that was expended?

LEED. That went to reduce our debt to the Treasury.

PADGETT. You covered it into the Treasury?

LEED. Yes; in paying off the overobligation we had.

PADGETT. This other arrangement would do the same thing, that if by the first part of this provision we wiped out the debt together by legislation and bookkeeping—because it is bookkeeping after all—the money that you turn into the Treasury would be covered by miscellaneous receipts instead of wiping out the debt. Now, the question that occurs is, if you sell \$11,000,000 worth and then invest that \$11,000,000 in other clothing, you are to that extent retarding and not reducing the total of \$42,000,000 you have left.

LEED. That is right; yes, sir.

PADGETT. What I am trying to arrive at is some way to assist in reducing this \$42,000,000 down to a workable basis which you can do at the same time.

Admiral POTTER. Yes, sir.

PADGETT. And it occurred to me that if you were selling \$1,000,000 worth of supplies, in round numbers, and we allow you \$4,000,000 to replenish and readjust your stock, and turn over \$6,000,000 as miscellaneous receipts, and wipe out your

debt altogether, because it is a bookkeeping matter after all, by giving you a credit on the Treasury for it, then instead of paying in this amount you sell each year, as Mr. Reed stated a while ago, and reducing the debt by those sales, it goes into the Treasury as miscellaneous receipts and is usable money. If we do not pass legislation of this kind the net result is that when they sell out all of the stock of goods, just assuming they close out all the stock of goods, he sells it out for \$42,000,000 and he owes the Treasury \$21,000,000; but now the \$21,000,000 is to be wiped out by this legislation and then this sales money is to go into the Treasury as miscellaneous receipts and that simplifies the bookkeeping.

Mr. KRAUS. You now have a stock of \$42,000,000. Give me an estimate of how much credit you will need in order to make purchases during the year to equalize that stock.

Admiral POTTER. I would not like to say offhand. I would like to have a chance to look at the books.

Mr. PADGETT. You can put that in the hearings later.

Mr. KRAUS. Let me make this suggestion: You do not need the amount of money equal to your total purchases; in other words, you turn it over two or three times a year, do you not?

Admiral POTTER. Yes.

Mr. KRAUS. In other words, as a rough guess and not to bind you until after you look at the books, would not about \$2,000,000 be sufficient money to really finance you?

Admiral POTTER. I do not believe so. I do not believe it would be anywhere near enough.

Mr. REED. For instance, we are buying 115,000 pairs of shoes right now, and that contract will cost us around four hundred or four hundred and twenty-five thousand dollars.

Mr. KRAUS. You are equalizing sizes, are you not?

Mr. REED. Yes, sir.

Mr. KRAUS. And you do the same thing in reference to clothing. Why is it there is such a shortage in certain lines? Have you a lot of stock there that is not well adapted to the present uses of the Navy or how much of that kind of stock have you in dollars and cents?

Admiral POTTER. We could not know that. They were buying for 700,000 people.

Mr. REED. There is this situation occurring: During the past few years there has been a much heavier demand for smaller sizes in clothing than there used to be before the war. We had worked up our distribution by sizes on the basis of the way the average issues ran over a term of years, and certain purchases were made on that basis, but soon after we got into the war, getting in the younger men and so on, we discovered that demands were coming in for smaller sizes and we had some excess of the larger sizes, and that condition still exists. The shortage in sizes varies in the different articles. In some articles it is one size that is short and in other articles it is other sizes.

Mr. PADGETT. Let me ask you a question just at that point. There was a time about two years ago, just after hostilities ceased, when the larger sizes were going out and we were getting in a large number of boys. We attempted to remedy that by the pay bill and get back in a better class of men, and we understood a year

go that we were getting in a physically better-developed lot of men than we were two or three years ago; how is that now?

Admiral POTTER. I think that is true; certainly to some extent.

Mr. PADGETT. Of course it is not equalizing the difference in sizes of clothing, but I simply wanted to know the tendency.

Admiral POTTER. I think there is a tendency in that direction, sir. I had occasion to check that up in connection with this matter over at the clothing factory in New York and was surprised to see the number of smaller sizes that are still demanded. In connection with the matter of the accumulation of clothing, during the war orders for clothing were placed with civilian contractors. Apparently the ordinary civilian contractor has to have about two weeks' work of clothing in process in his factory in order to have it pay him to undertake an important contract with the Navy. He has to have it laid out in certain sizes, agreed upon beforehand, of course, and cut accordingly, and then he proceeds to do his sewing. He can not be stopped at a day's notice, and we can not place a contract on any such terms, because they will not undertake it. We must allow for two weeks' work of each size. That resulted in the accumulation of sizes beyond the needs that might turn up if they enlisted, for instance, 1,000 small men, let us say, during a particular week. We are now stopping the placing of contracts with civilian contractors, and we are resuming the piecework factory, so called. It is not really a factory, but we are resuming piecework sewing at the navy yards.

We cut the stuff there and it is sent out to seamstresses and to small shops. That enables us to control it very closely. Not as closely, of course, as if we had a whole factory from the ground up ourselves, but, of course, that would be a very expensive undertaking. Therefore we have resumed the thing that was in practice before the war. We cut the cloth out and the seamstresses come and get it and in that way we can check them up at any time, and of course, while we have a small cutting force, it is a very efficient one.

Mr. PADGETT. What about the Charleston yard where you were manufacturing large supplies for the Navy.

Admiral POTTER. That was a white clothing factory. There is none of that work being done there now.

Mr. PADGETT. Have they stopped operations altogether?

Admiral POTTER. Yes, sir.

Mr. PADGETT. How long since?

Admiral POTTER. About a year ago, Mr. Reed says.

Mr. PADGETT. Is it expected to start up again there after you go into this piecework?

Admiral POTTER. No, sir; we do not see any present necessity for starting up.

Mr. McCLINTIC. In letting contracts for supplies, is it the policy of the Navy to fill in sizes or just to buy them in quantities and let the contractor run his regular scale, like the southern scale or the western scale.

Admiral POTTER. We specify in the contract the sizes in detail, but, of course, to make it profitable to him, some attention has to be given to his own processes.

Mr. McCLINTIC. Do you not have an arrangement whereby you can fill in with certain specific sizes.

Admiral POTTER. Yes; but a contract has to be entered into. You mean after he gets his work in process?

Mr. McCLINTIC. No; but prior to the time his work is put in process, do you not specify the sizes of the articles on which he is the lowest bidder?

Admiral POTTER. Yes, sir; that is correct, but when he starts that contract, if we get word that at the naval training station they want 1,000 such and such size jumpers, of course, we can not stop the contractor; but in our own piecework factory or semifactory, as we sometimes call it, we would just begin work on those things to-day and cut something else out.

Mr. McCLINTIC. It seems to me you ought to make some kind of an arrangement whereby you would be able to fill in just like retail merchants are able to fill in any size they want between certain given sizes, without any extra charge.

Admiral POTTER. We are able to do that now because we have stopped placing contracts with outside persons.

Mr. REED. Our contracts for the manufacture of clothing have always specified the quantity of each size that was to be delivered under the contract.

Mr. McCLINTIC. I understand that, but unless you arrive at some plan of that kind you are bound to accumulate a large surplus stock of odds and ends.

Mr. REED. In preparing the data for the contractor, the past experience in issues is used by the provisions and clothing depot. They have data as to stocks of each size on hand at all the principal supply stations and as to the issues of the various sizes, so that they estimate as closely as they can, based on past experience, what quantities are required.

Mr. McCLINTIC. It is my thought that it would be wise in letting a contract to have some kind of a provision in it that would enable you to fill in later certain sizes; that is, provided you could not obtain the same material from other manufacturers.

Admiral POTTER. That is specified as nearly as possible in the contracts we make; but sometimes we get notice that such and such sizes are out when the lads pour in from the different recruiting places.

Mr. McCLINTIC. But most of the large business institutions have what they call a want list and they will file day by day the articles in which they are out or the articles in which they are running low, and then after that reaches a certain size an order is made up and the order is sent in and by that method they can keep from accumulating a large surplus of one given size.

Admiral POTTER. We have things very much like that, and we are providing, we think, a very effective remedy against the accumulation of sizes beyond what are issuable, by going back to our prewar methods and we do not expect to place large orders with civilian contractors. We will run it from the navy yards.

Mr. McCLINTIC. My suggestion has special application to shoes.

Mr. REED. Mr. McClintic, that general practice is followed. As I say, the provisions and clothing depot, which is the headquarters for the clothing, keeps in touch with the stocks by monthly reports of the stocks on hand and each size of each article, and the issues of each size of each article, and they prepare their requisitions for future deliveries based on past experience as to the issues and the

quantities reported on hand. What you are thinking of was the possibility that we did not have such a system which is responsible for this large accumulation of surplus. That is not the case at all. The surplus is due to the fact that we were accumulating clothing outfits for 700,000 men when the armistice came, and the Navy has gradually been reduced until now it is under 120,000. So that the purchases that were made—except that in some sizes there may have been a surplus or a shortage—were well balanced, based on the experience we had had up to that time.

Mr. McCLINTIC. And it is now your idea to take into consideration your surplus stock in making up your reorders?

Mr. REED. Yes, sir; absolutely. Where we have sufficient stock on hand we are not buying any of that size. We buy specifically by sizes and only when we need them.

Admiral POTTER. If it is not necessary to dispose of this matter to-day, I would like to have the suggestion of Mr. Padgett and the suggestion of Mr. Kraus, and have a chance to study them further.

Mr. PADGETT. They will both appear in the record.

Mr. REED. There is one thing I want to point out in connection with Mr. Kraus's suggestion. He practically proposes to limit us to carrying about a one year's stock for the authorized number of men in the Navy, and that would absolutely prevent the carrying of any reserve to be available in the event of an emergency where the Naval Reserve or a large force had to be mobilized suddenly. I am not sure as to what the latest plans are, but for quite a while we were carrying 150,000 reserve outfits, or rather, the plans called for the carrying of reserve outfits for 150,000 over and above the needs for the present force in the Navy, which would enable us in case of mobilization to immediately outfit 150,000 men completely. So that Mr. Kraus's provision would prevent the carrying of that military reserve, and I do not think he contemplated doing that.

Mr. KRAUS. There was no such purpose as that intended.

Mr. REED. I do not think he contemplated doing that, but as drawn it would have that effect.

Admiral POTTER. It is needless to say that we have the greatest sympathy for the thought of bringing down our stock to a proper workable basis. The only point is that it is very uncertain what that basis is until we have tried it out, and I should like to have a chance to look over these suggestions critically, and see just what the possible implications might be. We can not say offhand how they might amplify.

Mr. DRANE. What was the highest enlistment in the Navy during the war?

Admiral POTTER. Five hundred and fifteen thousand or five hundred and sixteen thousand.

Mr. DRANE. What is it now?

Admiral POTTER. About 113,000.

Mr. DRANE. What is the normal number desired?

Admiral POTTER. They have asked in the present bill for 120,000, and I think Admiral Coontz and Admiral Washington, whose job that is, hope to get about 120,000, but that lies outside our province. We feed and clothe them.

Mr. DRANE. I understood that; but I knew you would have the information.

Admiral POTTER. That is about it.

The CHAIRMAN. Admiral Potter, will you please consider the suggestions that have been made here by Mr. Kraus and by Mr. Padgett with reference to turning some of this money back into the Treasury, if possible? We do not want to hobble you; but, if possible, we would like to put on some limitation and have that done.

Admiral POTTER. We will look at it from that point of view, and you may be sure we will try to give you what we think is fair.

The CHAIRMAN. We all feel sure of that.

Admiral POTTER. And of course Mr. Kraus will understand just as fully as we that this is a war machine, and we have to have a liberal margin to protect the Nation in the event of war. So if we err a little it may be on the side of having a safe amount rather than what we might regard as a proper amount.

Mr. KRAUS. I certainly would want you to be on the safe side.

The CHAIRMAN. We will all be indebted to you for your best judgment in the matter.

#### MEMORANDUM A.

1. The present clothing and small-stores fund has had appropriated for it approximately \$42,000,000, and the stock on hand at cost price is valued at approximately \$65,000,000, or \$23,000,000 in excess of the clothing and small-stores fund, this over expenditure being held in suspense under "General account of advances."

2. The proposed legislation (sec. 1 of H. R. 3150) is intended to finance the existing overobligation of the clothing and small-stores fund and provide for gradual reduction of the capital of the account by the amount of losses on account of reduced prices, which will approximate \$22,000,000 and by the value of outfits issued to men on first enlistment.

3. The suggestion to be considered is as to whether or not provision can be made for a further reduction in the clothing and small-stores fund by limiting the amounts which can be expended in any year for purchases to replace items of stock which are exhausted.

4. At the present time there are accounts involving debits and credits to the clothing and small-stores fund amounting to approximately \$140,000,000, which are unsettled in the office of the Auditor for the Navy Department and this situation makes it much more difficult to arrive at any definite decision at the present time as to the probable operations under the clothing and small-stores fund during the next few years.

5. After consideration of all available information, it is believed that the fund for a Navy of approximately 120,000 men would have to be maintained at \$35,000,000, which sum would provide for necessary reserve outfits, one year's stock for 120,000 men, factory materials required for the manufacture of articles of clothing and work in progress together with a working capital to cover accounts in process of adjustment and in transit between supply officers and the Auditor for the Navy Department.

6. Based on an authorized strength of 100,000 men for the fiscal year 1922, it is estimated that there will be between 6,000 and 10,000 new enlistments during the year, which would reduce the fund by an amount between \$600,000 and \$1,000,000. With an authorized strength of 120,000 men the number of new enlistments would vary between 26,000 and 30,000, and the charge to the clothing fund would be between \$2,600,000 and \$3,000,000.

7. The proposal to credit a percentage of the issues of clothing and small stores to miscellaneous receipts does not appear to be practicable at this time because of lack of sufficient definite information as to stocks on hand by items and sizes and the uncertainty as to the demands by items and sizes which will accrue in the future. It is believed therefore that if the legislation be reworded so as not to increase the clothing and small-stores fund beyond the present limit of \$42,000,000 and to reduce the fund by the value of issues on first enlistments, the intention and desire of the committee will be substantially complied with. In doing this it will be necessary to



appropriation which will reimburse the Treasury and reduce the Navy's amount of the loss which will be charged to the clothing and small-stores account of revaluation of stock on hand carried at higher prices which will be in accordance with instructions contained in the first deficiency act approved 921. The following language is suggested as suitable for accomplishing

the stock now carried in the clothing and small-stores account shall be on the basis of present issuing prices: *Provided*, That the clothing and small-stores fund is hereby increased out of any funds in the Treasury not otherwise appropriated an amount equal to the reduction in value as certified to the accounting by the Paymaster General of the Navy, and hereafter the small-stores fund shall be charged with and reduced by the loss due to reduction of stock herein required and with the value of all issues of clothing stores made to enlisted men and apprentice seamen required as outfits on land, not to exceed \$100 each, and for civilian clothing not to exceed \$15 for men given discharge for bad conduct, for undesirability, or inaptitude, for gratuity paid to officers of the Naval Reserve Force." The appropriation proposed above does not change the value of the clothing and small-stores fund, since the amount by which the fund is increased is equal to the reduction in value in clothing at present on hand, and the same statute provides for the fund in an equal amount. The amount of this adjustment can be readily ascertained and will be known within a few months after the passage of the legislation, as the revaluation can be carried out on all ships and at all stations and received as to the amount of the reduction. The legislation permits the reduction already made in issuing prices of clothing and small stores to be effective by which the losses shall be charged against the fund and also provides for relieving the situation whereby purchases chargeable to the clothing and small-stores funds have been paid out of general account of advances and are now held in suspense account.

Considering the subject, a provision was drafted providing for the turning over to the Treasury as miscellaneous receipts of the excess issues over purchases in a fiscal year and limiting the purchases of any item to an estimated 12 months of any article. While this provision is quoted below for information of the committee, it is the opinion of the administrative officers that it will be impracticable to carry it out and it is not recommended for enactment at this time, although at the size and method of administering the clothing and small-stores funds receive the consideration of the committee after the lapse of another year. The provision is as follows:

The clothing and small-stores fund shall be reduced by the value of such excess issues. *Provided*, That until the clothing and small-stores fund is reduced to an amount equal to the estimated annual issues based on the authorized enlisted strength plus the cost of one hundred thousand reserve outfits, any excess of the issues over purchases in a fiscal year shall be transferred by the accounting by the Treasury, upon the certificate of the Paymaster General of the Navy, to the clothing and small-stores fund and be covered into the general funds of the Treasury and purchases under the clothing and small-stores fund during any year shall not exceed the estimated issues of the article purchased during the ensuing months: *Provided further*, That preliminary adjustment shall be made upon the certificate of the Paymaster General of the Navy that clothing and small stores to be certified are on hand."

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#### MEMORANDUM B.

The passage of the budget bill by both Houses of Congress changes in methods of making estimates and making appropriations will become a live topic for consideration not only by Congress, but by the executive departments.

For this reason it is felt that the committee will be interested in a letter recently received from the Secretary of the Navy, the Assistant Secretary of the Navy, and the heads and offices of the Navy Department outlining tentatively a method of making estimates and making appropriations for the Naval Establishment, and this letter available for ready reference, a copy is attached hereto in order that it may be printed in this record.

NAVY DEPARTMENT,  
BUREAU OF SUPPLIES AND ACCOUNTS.  
*Washington, D. C., May 23, 1921.*

To: The Secretary of the Navy, the Assistant Secretary of the Navy, the Chief of Naval Operations, the Chiefs of the Bureaus of Navigation, Ordnance, Construction and Repair, Engineering, Medicine and Surgery, and Yards and Docks, the Judge Advocate General, and the Major General Commandant.

Subject: Proposed changes in methods of submitting estimates and making appropriations.

1. It is the opinion of the Bureau of Supplies and Accounts that the present system of a multitude of naval appropriations, more or less indefinite as to purpose, should be discontinued as promptly as possible. Under the present system it is impossible to make an intelligent comparison between estimates and expenditures.

2. The estimates should be laid before Congress subdivided in the same way as expenditures are now set forth under the accounting system. These expenditure heads show clearly the purposes for which money is used, and it is only logical that estimates should be arranged in the same manner. The present general accounting heads are as follows:

- Title A.—Original cost of vessels.
- Title B.—Cost of equipage of vessels.
- Title C.—Cost of maintenance of vessels.
- Title D.—Cost of repairs to vessels.
- Title K.—Cost of alterations to vessels.
- Title P.—Cost of repairs, equipage.
- Title E.—Additions to plants, industrial.
- Title F.—Additions to plants, military.
- Title G.—Maintenance of plants, industrial.
- Title S.—Maintenance of plants, military.
- Title V.—Miscellaneous.
- Title X.—Stores.

3. In the opinion of the Bureau of Supplies and Accounts, it is desirable that each bureau should prepare its estimates under the titles with which it is concerned, subdivided where necessary. Thus, under title A, separate estimates should appear for the various classes of vessels to be constructed. Under title B, the Bureau of Ordnance should show batteries and torpedoes separately, etc. Title V should be considerably subdivided. Title X should cover estimates of stores in excess of current demand, such as reserve ammunition, etc. Explanatory data should be included wherever needed. The combined estimates prepared as above outlined should then be presented to Congress.

4. By following this plan, expenditures for any fiscal year would be shown opposite the estimates previously made, with proper explanations of differences between estimated and actual expenditures. The sum of the estimates as approved by Congress would be the amount of the naval appropriation; but these estimates should not be entered separately on the Treasury books.

5. It should be definitely understood that a certain leeway or deviation between estimates and expenditures should be expected, as it is impossible to foretell exactly how money is to be expended.

6. Where Congress desires to limit expenditures for a given purpose to a definite amount, it should so indicate by labeling the estimate "Specific"; but in no case, however, should the total amount of the whole appropriation be exceeded.

7. This change would do away entirely with the present practice of asking for deficiency appropriations under certain heads and at the same time spending more than actually necessary under other heads—one of the greatest evils of the current appropriation system.

8. In order further to simplify accounting methods, provision should be made for carrying unexpended balances of appropriations for prior fiscal years to the new appropriations for the same purpose, so that but one source of naval funds would be available at any time.

9. The present accounting methods are rendered unnecessarily cumbersome by reason of the form of the act making appropriations. Nothing is gained by multiplying heads and subheads of an appropriation under which accounts are kept, while such practice involves a waste of clerical effort and a source of expenditure in the Navy Department and in the Treasury Department. At present it is often difficult to determine under what head or subhead of appropriation expenditures should be allocated, and a decision is often made arbitrarily or based upon the amount of fund available rather than upon any fixed principle.

10. If such a plan as that above outlined could be adopted by Congress, the act making appropriations for the naval service would read somewhat as follows:

"For all necessary purposes of the Naval Establishment, except for the Naval Academy and for the Marine Corps, in accordance with the following approved estimates, \$———: *Provided*, That the amount here appropriated shall constitute one fund, and shall be disbursed and accounted for as such: *And provided further*, That the Secretary of the Navy shall report to Congress the expenditures made for each approved estimate included herein: *And provided further*, That those estimates marked 'Specific' shall in no case be exceeded."

11. In view of the probability that the budget system will be adopted at an early date, it seems opportune to bring up at this time the proposed change in submitting estimates and making appropriations based thereon. The importance of making such a change has been long realized, but, for a variety of reasons, nothing has been accomplished.

DAVID POTTER.

(The committee thereupon adjourned.)



I think a plan to that effect would be adopted by Congress. It is  
 a question of the future of the country and it is a question of the future of the people.

All measures proposed in the 72nd Congress are subject to the 73rd  
 Congress. It is a question of the future of the country and it is a question of the future of the people. It is a question of the future of the country and it is a question of the future of the people. It is a question of the future of the country and it is a question of the future of the people.

It is a question of the future of the country and it is a question of the future of the people. It is a question of the future of the country and it is a question of the future of the people. It is a question of the future of the country and it is a question of the future of the people.

David Porter

(a committee thereupon adjourned)



**HERBERT LANGLEY.**

the Bill (H. R. 523) "To Correct and Amend the Service and Record of Herbert Langley, United States Marine Corps."

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**DEPARTMENT OF THE NAVY,  
Washington, May 28, 1921.**

**PERMANENT COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MR. CHAIRMAN:** Replying further to the committee's May 6, 1921, inclosing a bill (H. R. 523) "To correct and amend the service and military record of Herbert Langley, United States Marine Corps," and requesting the consideration and report thereon, I have the honor to inform you that this report has nothing to add to its report dated February 16, 1920, on a similar bill, being part of a printed report, No. 996, Sixty-first Congress, second session.

The department therefore recommends that the bill (H. R. 523) be passed. It is suggested, however, that the words "by erasing the name out of and removing from the said service and military record of said Herbert Langley the charge of desertion and," in lines 11 of said bill, be eliminated, as it is impracticable to erase the entries contained in the record, but the same may be corrected to conform with properly established facts. Sincerely, yours,

**R. E. COONTZ,  
*Acting Secretary of the Navy.***

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The department's report referred to above is as follows:

**DEPARTMENT OF THE NAVY,  
OFFICE OF THE SECRETARY,  
Washington, February 16, 1920.**

**PERMANENT COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MR. CHAIRMAN:** Replying further to the committee's letter inclosing bill to correct and amend the service and military record of Herbert Langley, United States Marine Corps, and requesting the views and recommendations of the committee thereon, I have the honor to inform you that all the information before the committee at this time tends to establish the fact that Pvt. Herbert Langley, United States Marine Corps, met his death on February 24, 1919, in some manner at the authorities of the Marine Corps Headquarters, Third Regiment, Provisional Brigade, San Domingo City, Dominican Republic. An effort was made immediately thereafter to locate him or his body, but without success. The fact that he has not returned to his home or been seen by anybody since his appearance and the further fact that there was apparently no cause for his death leaves the department of the opinion that he did not intend to let his death in some unexplained manner on the date above mentioned. The department therefore recommends that the bill, H. R. 12335, be enacted. Sincerely, yours,

**JOSEPHUS DANIELS,  
*Secretary of the Navy.***

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## HERBERT LANGLEY

DEPARTMENT OF THE NAVY.  
Washington, May 28, 1921.

NAVAL AFFAIRS.

House of Representatives.

Replying further to the committee's  
a bill (H. R. 528) "To correct and  
report of Herbert Langley, United  
the commission and report  
have the honor to inform you that this  
to its report dated February 16, 1920,  
of a printed report No. 096, Sixty-

recommends that the bill (H. R. 528)  
however, that the words "by ensuring  
from the said service and military  
the charge of decoration and," in lines  
minated, as it is impracticable to erase  
sided in the record, but the same may  
inform with properly established facts.

H. R. COOPER,  
Acting Secretary of the Navy.

[No. 54.]

CHARLES L. McCULLLEY

Report on the Bill (H. R. 968) "For the Relief of Charles L. McCullley."

[No. 54.]

R. E. AMES.

Report on the Bill (H. R. 968) "To Change the Retired Status of Chief Pay Clerk R. E. Ames, United States Navy, Retired."

DEPARTMENT OF THE NAVY,

Washington, May 31, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 5, 1921, inclosing a bill (H. R. 968) "To change the retired status of Chief Pay Clerk R. E. Ames, United States Navy, Retired," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to transfer Chief Pay Clerk R. E. Ames, United States Navy, from the furlough pay list (being one-half rate of sea pay) to the 75 per cent pay list of retired officers of the Navy. It has been the consistent policy of the department not to approve special legislation for an individual, except in meritorious cases of an exceptional nature. While the service performed by Chief Pay Clerk Ames has been satisfactory, it has not been so exceptionally meritorious as, in the opinion of the department, would justify the enactment of the proposed legislation for his benefit.

In view of the foregoing, the department does not recommend that the bill (H. R. 968) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[No. 55.]

CHARLES L. McCULLEY.

Report on the Bill (H. R. 1263) "For the Relief of Charles L. McCulley."

DEPARTMENT OF THE NAVY,  
Washington, May 31, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 11, 1921, inclosing a bill (H. R. 1263) for the relief of Charles L. McCulley, and requesting the department's views and recommendations thereon, I have the honor to inform you as follows:

Charles L. McCulley enlisted March 21, 1864, at Chicago, Ill., for one year as landsman and served on the *Clara Dolsen*, *Dryad*, and *Elfin*, the fourth quarter of 1864—no further record obtainable beyond this date. The *Elfin* was destroyed on November 4, 1864.

At the time the above-named man left the service under his enlistment of March 21, 1864, there was still due him an unpaid amount of \$65.36. If he had been discharged from the Navy by the commandant of the Mound City Navy Yard, as now alleged, it must be presumed that he would have been paid this amount, and the fact that he did not receive the full amount due him is indicative of the fact that he was not regularly discharged. If, in fact, McCulley was regularly discharged with a sum due him, it is reasonable to presume that he would have made claim for same at that time, or within a reasonable time thereafter, and could then have presented evidence to show that he was entitled thereto.

The proposed bill will, if enacted, require a change or amendment to the records of this department and those in the office of the Auditor for the Navy Department on the uncorroborated statement of one person. At this late date there is apparently no satisfactory existing evidence by which such statements could be verified.

In view of the foregoing, it is recommended that the bill (H. R. 1263) be not enacted.

Sincerely yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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CHARLES D.

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[No. 56.]

PATRICK McNAMEE.

Report on the Bill (H. R. 1773) "For the Relief of Patrick McNamee."

DEPARTMENT OF THE NAVY,  
Washington, May 31, 1921.

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 14, 1921, inclosing a bill (H. R. 1773) "For the relief of Patrick McNamee," and requesting the department's report thereon, I have the honor to inform you as follows:

Patrick McNamee enlisted in the Navy April 3, 1865, for three years at Brooklyn, N. Y., as landsman, and served on the *Northolina* and *Dictator* to August 31, 1865, when he was directed to report on board the *Princeton*, but the record shows that he never reported.

The act of Congress entitled "An act to relieve certain appointed enlisted men of the Navy and Marine Corps from the charge of desertion," approved August 14, 1888 (25 Stat., 442), as amended by the act of May 24, 1900 (31 Stat., 183), which makes provision for relieving persons who deserted from the service during the Civil War, provides that an applicant for relief thereunder, who deserted the service prior to the expiration of his term of enlistment and failed to return thereto, shall have served faithfully until the 1st of May, 1865, if he previously served six months or more.

The department is not aware of anything in this man's record warranting that more consideration be given to him than has been given in a number of other cases where the petitioners for relief have not served six months or more prior to May 1, 1865.

In view of the foregoing it is recommended that the bill (H. R. 1773) be not enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[No. 57.]

**DANIEL MORIARTY.**

the Bill (H. R. 1777) "Authorizing the President of the United States to Restore to the Active List Daniel Moriarty, Chief Boatswain, United States Navy, Retired."

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**DEPARTMENT OF THE NAVY,**  
Washington, May 31, 1921.

JOINT COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MR. CHAIRMAN: Replying further to the committee's report of May 14, 1921, inclosing a bill (H. R. 1777) "Authorizing the President of the United States to restore to the active list Daniel Moriarty, Chief Boatswain, United States Navy, retired," and requesting the department thereon, I have the honor to state

The records of the department show that Daniel Moriarty was enlisted as a boatswain in the Navy March 1, 1900, after having been an enlisted man for a period of nine years. On March 1, 1901, he was promoted to chief boatswain, and on October 27, 1910, he was transferred to the retired list in accordance with the provisions of Article 153 of the Revised Statutes, by reason of chronic neurasthenia incurred in the line of duty. During the recent war he served as a boatswain for a period of approximately two years.

The purpose of this bill is to afford relief in an individual case as distinguished from all other cases of like character. It has been the policy of the department to oppose legislation of this kind except in exceptionally meritorious cases. From a careful review of the record in this case the department is of the opinion that it does not come within that category, and therefore recommends that the bill (H. R. 1777) be not enacted.

Very respectfully,  
yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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to the committee  
1777. According  
he said that he had  
been "satisfied"  
the house to vote  
and that he was  
1777 after being  
sent to the house.

[No. 58.]

**JAMES ROSS.**

the Bill (H. R. 1787) "For the Relief of James Ross."

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**DEPARTMENT OF THE NAVY,**  
Washington, May 31, 1921.

AN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MR. CHAIRMAN: Replying further to the committee's  
y 14, 1921, inclosing a bill (H. R. 1787) "For the relief  
ss," and requesting a report from the department thereon,  
honor to inform you that the records in the case of James  
g master's mate, United States Navy, disclose that he  
ged from the naval service as such on July 17, 1863, for  
y.

ose of this bill is to afford relief in an individual case as  
d from all other cases of like character. The depart-  
consistently opposed legislation of this nature, except  
es which can be classed as specially meritorious. From  
examination of the record in this case, the department  
e opinion that it does not come within that category, and  
ommends that the bill (H. R. 1787) be not enacted.  
rely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

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on the Bill (H. R. 1787) "For the Relief of James Ross."

DEPARTMENT OF THE NAVY  
Washington, May 31, 1891.

HONORABLE COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

SIR: Mr. Chairman: Replying further to the communication of May 14, 1891, enclosing a bill (H. R. 1787) "For the Relief of James Ross," and requesting a report from the Department thereon, I have the honor to inform you that the records in the case of James Ross, United States Navy, disclose that he was discharged from the naval service as such on July 17, 1863, and



JAMES GREEN.

Report on the (Bill H. R. 1826) "For the Relief of James Green."

DEPARTMENT OF THE NAVY,  
Washington, May 31, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 14, 1921, inclosing a bill (H. R. 1826) "For the relief of James Green," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to give James Green the status of having been honorably discharged from the United States Navy, whereas on the records of this department he is being carried as a deserter from the Navy during the Civil War.

A similar bill (H. R. 657) was introduced in the Sixty-sixth Congress, and the department's report thereon dated October 3, 1919, contained a complete statement of the facts and information bearing upon the case. This report was printed as a part of Report No. 175, to accompany said bill, to which report reference is hereby made for more detailed information.

The enactment of the bill (H. R. 1826) would afford relief in an individual case as distinguished from all other cases of like character. The department has consistently opposed legislation of this nature, except in those cases which can be classed as specially meritorious. From a careful reexamination of the record in this case the department is still of the opinion expressed in its previous report, to the effect that it does not come within that category, and therefore recommends that the bill (H. R. 1826) be not enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

The report referred to above is as follows:

DEPARTMENT OF THE NAVY,  
Washington, October 3, 1919.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter inclosing bill (H. R. 657) for the relief of James Green, and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

Under date of March 19, 1910, replying to the committee's letter inclosing bill (H. R. 21605) to remove the charge of desertion against James Green, I had the honor to state as follows:

The following is a transcript of the record of service of James Green, formerly acting master's mate, United States Navy:

"James Green was appointed an acting master's mate October 3, 1864, on the U. S. S. *Robb*, of the Mississippi Squadron, and is reported on the rolls of that vessel, now in possession of the Auditor for the Department of the Navy, as having deserted December 3, 1864. James Green was born March 3, 1840, in New York; was a citizen of that State, and was appointed from Illinois."

The log book of the U. S. S. *Robb*, beginning with October 4, 1864, shows the name of "James Green" signed daily until November 9, 1864, on which day the following entry appears:

"Acting Master's Mate James Green ordered under arrest for leaving vessel without leave on November 8, at 4 p. m., returning November 9, at 2 p. m."

This arrest continued until November 15-16, 1864, when he was apparently restored to duty, as his name appears again as being on duty daily thereafter until December 3, 1864, when the following entry occurs:

"Acting Master's Mate James Green on shore without leave."

This last entry appears in each following watch of that date and is entered during each watch of December 4, although appended to the remarks of certain of the watches is the name "James Green" as being apparently the officer on duty. In the remarks in the log for the midwatch, 12 midnight to 4 a. m., December 5, 1864, is the following:

"Mr. Green deemed a deserter from the time of his leaving the vessel, and has been reported as such."

Following the foregoing, and also for one watch on the 6th of December, are watches the remarks for which are signed "James Green." While this fact would appear to cast some doubt upon the fact of whether Green was or was not absent without leave subsequent to December 3, yet it is shown by the log that after December 6 no signature of "James Green" again appears.

There was attached to his record a paper showing the character of the signature of the "James Green" who signed the log each day with the exceptions hereinbefore noted, between October 4 and December 3, 1864; also showing the signature, as it appears variously signed during the presumed absence of Green. From these examples it would appear that during his absence, and until he had been declared a deserter, also for one watch thereafter, some other person had signed Green's name to the log in his stead.

In view of the foregoing, the department does not know of any reason why James Green should receive the relief sought, and therefore recommends that bill (H. R. 657) be not enacted.

Sincerely, yours,

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

[No. 60.]

**CHANGING NAME OF BUREAU OF NAVIGATION.**

**On the Bill (H. R. 269) "To Change the Name of the Bureau of Navigation to the Bureau of Personnel in the Navy Department."**

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**DEPARTMENT OF THE NAVY,  
Washington, May 31, 1921.**

**MAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MR. CHAIRMAN:** Replying further to the committee's report of May 12, 1921, inclosing a bill (H. R. 269) "To change the name of the Bureau of Navigation to the Bureau of Personnel in the Navy Department," and requesting the department's consideration thereon, I have the honor to inform you that the department approves of its enactment.

Sincerely, yours,

**THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.***

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**CLARENCE A. RICHARDS.**

DEPARTMENT OF THE NAVY,  
Washington, May 31, 1921.

*House of Representatives.*

vidence adduced, the department holds that the death of Lieut. Richards  
red while in the performance of an act of duty, but was the result of  
nduct.

Department has been constantly opposed to legislation of the proposed in the attached bill, except in circumstances where the case specially meritorious, and in view of the fact that the bill H. R. 5964 be not enacted.

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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(337)

[No. 61.]

CLARENCE A. RICHARDS.

Report on the Bill (H. R. 5984) "Changing the Naval Record of Clarence A. Richards for the Administration of the Pension Laws."

DEPARTMENT OF THE NAVY.  
Washington, May 31, 1921.

Chairman Committee on Naval Affairs,  
House of Representatives.  
Dear Mr. Chairman: Referring further to the committee's report of May 12, 1921, enclosing a bill (H. R. 5984) "Changing the Naval Record of Clarence A. Richards for the Administration of the Pension Laws," and requesting a report from the department thereon, I have the honor to inform you that a report of inquiry, containing the U. S. War at Sea Record, Long Island, N. Y., of the commandant in chief, United States Atlantic Fleet, was made of the death of the late Lieut. Clarence A. Richards, U. S. Navy, June 15, 1916, found that Lieut. Richards died by accidental electrocution in a dangerous and improper voltage-testing station, and in line of duty, and the department is endeavoring to determine the cause and facts thereof.

[No. 62.]

**RICHARD J. EASTON.**

the Bill (H. R. 1949) "For the Relief of Richard J. Easton."

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**DEPARTMENT OF THE NAVY,**  
Washington, June 1, 1921.

**MAN COMMITTEE ON NAVAL AFFAIRS.**

*House of Representatives.*

MR. CHAIRMAN: Replying further to the committee's  
May 14, 1921, inclosing a bill (H. R. 1949) "For the relief  
of Richard J. Easton," and requesting a report from the department  
I have the honor to inform you as follows:

The purpose of the proposed bill is to relieve Richard J. Easton,  
U. S. S. *Proteus*, from a checkage amounting to \$3,842.50  
due on account of a shortage of provisions and stores on  
board the ship.

The bill was introduced in the House on December 8, 1920  
(H. R. 14831) and in this department's report thereon dated Decem-  
ber 10, 1920, all facts and circumstances regarding this shortage,  
together with the opinion of the board of investigation convened to  
investigate the same, were fully set forth, and it was therein stated  
that in the opinion of the department, the relief sought should be  
granted. Said report was printed as Report No. 34, to accompany  
the bill, to which report reference is hereby made for more detailed  
information.

In view of the foregoing, the department has no further recom-  
mendations to make concerning the bill (H. R. 1949), but believes  
that all the facts before it, this is a matter coming within the  
province of your committee.

Very respectfully,  
sincerely, yours,

**THEODORE ROOSEVELT.**  
*Acting Secretary of the Navy.*

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It is referred to above is as follows:

**DEPARTMENT OF THE NAVY.**  
Washington, December 21, 1920.

MR. CHAIRMAN: The receipt is acknowledged of the committee's letter  
of November 11, 1920 (H. R. 14831) for the relief of Richard J. Easton, and requesting the  
recommendations of the department thereon.

I have the honor to inform you that a similar bill was introduced in the  
House on June 10, 1918 (S. 4376), and again on June 6, 1919 (S. 1474), and in my reply  
of June 10, 1919, to the Committee on Naval Affairs, United States Senate, of August  
1, 1919, I stated that in the opinion of this department the relief sought should be  
granted.

It is the opinion of the board of investigation convened at the navy  
yard, Norfolk, Va., by order of the commandant, navy yard, Norfolk, Va., to inquire  
into the shortage of provisions and stores on board the U. S. S. *Proteus*  
on December 16, 1920:

Master Richard J. Easton is responsible for the shortage of provisions, the  
attention was invited by a board of investigation about February 1,  
1921, that a very inefficient method of keeping officers' mess accounts, and directed  
more care in keeping their accounts.

Master Richard J. Easton did not use every possible effort to prevent waste  
inasmuch as he did not cause proper inventories to be taken and did  
not report apparent shortages of provisions when discovered; but he did  
not let stores properly supervised, and made efforts to stop stealing of pro-

visions by stationing a special watchman and paying said watchman out of his own pocket, and by discharging incompetent stewards and endeavoring to hire competent ones, and by placing a guard to prevent waste; and also that he was handicapped by incompetent stewards, constant navigation, handling of stores, and transportation of numbers of enlisted men.

"3. That Clerk Frank S. Brown is, to a minor extent, responsible for the shortage, in so much as he did not verify the balances brought forward in the 'Monthly ration statement' by actual figures from properly taken inventories, but simply used the balance from the preceding month. This in violation of the instructions on the back of said reports.

"4. That a series of incompetent stewards, who were discharged when their incompetency was discovered, were primarily responsible for the actual shortage, and that the low rate of pay of stewards prior to July 1, 1916, was responsible for the inability to obtain competent stewards.

"5. That Master Richard J. Easton in no way benefited pecuniarily by this shortage, and is not in any way criminally involved.

"6. That the shortage began some time after December 1, 1915, and reached its maximum some time prior to May 10, 1916; that it is impossible for the board to fix the exact amounts of the shortage, as unit prices are not available, and, in fact, unit prices for the same article on bills submitted by the same firms, but at different times, vary greatly.

"7. That the provision storeroom of the *Proteus* is improperly protected; that its wooden slat bulkheads should be replaced by ventilated metal bulkheads; and locks of a more secure and substantial nature should be provided for its doors. Also that more secure doors, hinges, and locks should be provided for the cold-storage rooms.

"8. That the regulations requiring inventories are not clear enough, and orders should be issued requiring a complete inventory of stores (involved in the returns), with values of items extended and totaled, the whole certified to by the master, said inventory to be appended to the 'Monthly ration statement'; or that the master should certify to the balance brought forward at head of column 4 in this statement, certifying that these figures represent the value of stores actually on hand on the first of that month."

From a careful examination made in this department of all the facts, it has been ascertained that the actual shortage unaccounted for and checked against the accounts of Richard J. Easton amounts to \$3,842.50.

In my letter of October 26, 1913, re "For relief of R. J. Easton," I had the honor to comment upon the findings, opinions, and recommendations of the board of investigation, convened to examine into the facts in this case, as follows:

"It appears from the facts of the case, as brought forth by a board of investigation convened to investigate this shortage, that no dishonesty was manifest on the part of Mr. Easton, nor was there any criminal intent to appropriate Government property to his own use.

"There is apparent some little negligence on the part of the master but this can possibly be excused as being due to the stress of the many pressing duties Mr. Easton had to perform during a large part of the period in which the shortage occurred, such extra duties being due to almost constant steaming, Master Easton's duties on the *Proteus* taking almost all his time.

"The report of the board of investigation also shows that Master Easton, while manifesting some negligence, yet used unusual precautions to prevent any shortage of stores by hiring a watchman from his own pocket and also paid the clerk in charge of the stores extra money monthly out of his own pocket to be most zealous in his duty. The board's report further shows that wastage on board which could not be prevented occurred.

"Master Easton has a long and previously clear record with this department, and in view of the fact that the surety upon the bond of Master Easton, if called upon to make good the deficiency, would undoubtedly then proceed against the principal, Master Easton, and, also, in view of the fact that Master Easton has been punished by being placed on indefinite furlough without pay, it is recommended that the relief asked for in the above-mentioned bill be granted."

In view of the foregoing, the department has no further recommendation to make concerning bill (H. R. 14831), but believes that, with all the facts before it, this is a matter coming within the discretion of your committee.

Sincerely, yours,

JOSEPHUS DANIELS,  
Secretary of the Navy.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.





[No. 63.]

**GEORGE F. STEDMAN.**

Report on the Bill, (H. R. 1776) "For the Relief of George F. Stedman."

**DEPARTMENT OF THE NAVY,**  
Washington, June 1, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 14, 1921, inclosing a bill (H. R. 1776) "For the relief of George F. Stedman," and requesting a report from the department thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to give George F. Stedman the status of having been honorably discharged from the United States Navy, whereas on the records of this department he is being carried as a deserter from the Navy during the Civil War.

A similar bill (H. R. 3251) was introduced in the House of Representatives on May 26, 1919, and the department's report thereon, dated October 3, 1919, contained a complete statement of the facts and information bearing upon the case. This report was printed as part of House of Representatives Report No. 164, to accompany the bill, to which report reference is hereby made for more detailed information.

The enactment of the bill (H. R. 1776) would afford relief in an individual case as distinguished from all other cases of like character. The department has consistently opposed legislation of this nature in those cases which can be classed as specially meritorious. In a careful reexamination of the record of Franklin Stedman, who resumed to be the George F. Stedman now seeking relief, the department is still of the opinion expressed in its previous report, to the effect that this case does not come within that category, and therefore recommends that the bill (H. R. 1776) be not enacted.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

The report referred to above is as follows:

**DEPARTMENT OF THE NAVY,**  
Washington, October 3, 1919.

DEAR MR. CHAIRMAN: In further reply to the committee's letter of July 11, inclosing a bill (H. R. 3251) for the relief of George F. Stedman, and requesting views and recommendations of the department thereon, I have the honor to state as follows:

The records of this department do not contain the name of George F. Stedman having enlisted during the year 1863, but do show that one Franklin Stedman was enlisted at Cincinnati, Ohio, May 27, 1863, for two years, as a seaman, and served on the *Nara Dolsen* and *Covington*. The report of the Auditor for the Navy Department for that year shows Stedman as a deserter from the *Covington* October 10, 1863, but

the records of the Bureau of Medicine and Surgery show this man admitted on the last mentioned date to the naval hospital, Pinkney, Memphis, Tenn., from the *Covington*, and to have deserted from that hospital November 5, 1863.

Upon an informal inquiry addressed to the clerk of the Senate Committee on Naval Affairs in 1910, for such data as he might have on the service of Stedman, submitted in his claim for consideration, it was ascertained that he alleged enlistment in the United States Navy in 1863, serving in a vessel (name forgotten) of the Mississippi Flotilla, commanded by an officer named Lord, and to have been in the naval hospital, Memphis, Tenn. The records of the department show that the *Covington* was commanded at that time by Acting Volunteer Lieut. George P. Lord. To this extent only is there any connection between the allegations of George F. Stedman and the record of Franklin Stedman.

It will be noted that, presuming the George F. Stedman now seeking relief to be one and the same with Franklin Stedman, he served less than six months of his enlistment of two years and that he deserted in the midst of the Civil War.

In view of the foregoing, the department does not find anything in this case which would warrant a digression from its constant policy of disapproving legislation of this nature, and therefore recommends that the bill H. R. 3251 be not enacted.

Sincerely, yours,

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*



**RETIREMENT OF CERTAIN OFFICERS IN THE TEMPORARY RANK HELD BY THEM WHEN RETIRED FOR PHYSICAL DISABILITY INCURRED IN LINE OF DUTY.**

Executive Communication No. 151, Proposing the Bill (H. R. 6999) 'To Authorize Certain Officers on the Retired List of the Navy and Marine Corps to Receive Pay in Accordance with their Rank as Now Shown by the Records of the Navy Department.'

**DEPARTMENT OF THE NAVY,**

Washington, May 31, 1921.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to authorize certain officers on the retired lists of the Navy and Marine Corps to receive pay in accordance with their rank as now shown by the records of this department.

In the case of 10 officers who were ordered before retiring boards examination, they held a temporary rank higher than their permanent rank at time of appearing before such board. The retiring boards found them physically disqualified to perform the duties of their rank at sea and recommended that they be retired. Subsequent to the recommendation of the retiring boards being received in the department and prior to approval of same by the President, the temporary appointments of these officers were revoked, and, at the time the President approved the record of the retiring boards, they only held their permanent rank. Later, however, the department concluded that its action in revoking the temporary appointments in order to retire these officers in the permanent rank was not in accordance with law, and this conclusion was sustained by the Attorney General in an opinion dated June 18, 1920. In each case a letter was addressed to the officer concerned, requesting him to return for cancellation the letter revoking his temporary appointment and advising him that he would be considered by the department as having been retired in the higher temporary rank held by him at the time he was examined by the naval retiring board.

All the officers affected by the above action of the department, with one exception, have been paid by the supply officer carrying their accounts the retired pay of their temporary rank, in accordance with the department's records. One officer filed his claim with the Auditor of the Navy Department for difference in pay between that of an officer on the retired list (his permanent rank) and that of a lieutenant on the retired list (his temporary rank), and in accordance with a decision of the Comptroller of the Treasury, dated May 27, 1920 (26 Comp. Dec. 970), the claim has been disallowed, it being held that he is entitled only to pay on the retired list as of his permanent rank in the Navy. The comptroller refused to recognize the action of the department in recalling and canceling the letter revoking the officer's temporary appointment.

As a result of this decision of the Comptroller of the Treasury these other officers above mentioned, whose rank has been corrected by the

l be required to refund the difference in retired pay  
 n between that authorized for their permanent rank  
 d by them as of their temporary rank for a consider-  
 in the majority of cases a period in excess of two years.  
 rtment feels is an injustice, inasmuch as retirement of  
 ases has since been made only in the temporary rank  
 t date of examination by a naval retiring board, in  
 the ruling of the Attorney General in his opinion of  
 o the effect that officers holding both permanent and  
 , upon being found by a naval retiring board to be  
 led in line of duty and recommended by such board  
 were entitled by law to be retired in the temporary  
 em at time of examination by a retiring board, and  
 s illmaterial wa ability occurred, whether prior  
 ient to receiving ary appointments.  
 view of the forego the rtment recommends that the  
 draft of the bill osed be enacted.  
 cerely, yours,

THEODORE ROOSEVELT,  
 Acting Secretary of the Navy.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

A BILL To authorize certain officers on the retired list of the Navy and Marine Corps to receive pay in accordance with their rank as shown by the records of the Navy Department.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That all officers of the Navy and Marine Corps holding temporary rank, who, when examined for retirement, were found physically incapacitated in line of duty and whose temporary appointments were revoked prior to date of retirement, shall, in all cases where the department has recalled and canceled the revocation of the temporary appointment, be considered as having been retired in the temporary rank held by them at time of examination by the retiring board, and shall be entitled to pay on the retired list computed on the pay of their rank as shown by the records of the Navy Department from date their retirement was effective.

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[No. 65.]

HAROLD T. DAWSON.

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rt on the Bill (H. R. 6468) "To Provide for the Reinstatement of  
rold T. Dawson as a Midshipman in the United States Naval  
ademy."

DEPARTMENT OF THE NAVY,  
Washington, June 3, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

Y DEAR MR. CHAIRMAN: Replying further to the committee's  
r of May 28, 1921, inclosing a bill (H. R. 6468) "To reinstate  
old T. Dawson as a midshipman in the United States Naval  
lemy," and requesting the views of the department thereon, I  
the honor to inform you as follows:

arold T. Dawson was found deficient at the semiannual examina-  
in January, 1921, in electricity. Section 1519 of the Revised  
utes provides that midshipmen found deficient at any examina-  
shall not be continued at the Academy or in the service unless  
a recommendation of the academic board. The deficiency act of  
5, 1920 (41 Stat., 1028), modifies the provisions of the foregoing  
on of the Revised Statutes by a provision that—

midshipman found deficient at the close of the last and succeeding academic  
shall be involuntarily discontinued at the Naval Academy or in the service  
he shall fail upon reexamination in the subjects in which found deficient at an  
ination to be held at the beginning of the next and succeeding academic terms.

nder this latter provision Midshipman Dawson was given a special  
se of instruction in electricity and upon reexamination he again  
found deficient in electricity. The academic board then recom-  
ded that he be dropped.

ne object of this bill is to afford relief in an individual case as  
nguished from all other cases of like character, and its enactment  
ld create an undesirable precedent and would not be for the best  
rests of the service. It is therefore recommended that the bill  
R. 6468) be not enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[No. 65]

HAROLD T. DAWSON

on the Bill (H. R. 8188) To Provide for the Reinstatement of  
Harold T. Dawson as a Midshipman in the United States Naval

DEPARTMENT OF THE NAVY

Washington, June 8, 1931.

CHIEF, COMMITTEE ON NAVAL AFFAIRS,

HOUSE OF REPRESENTATIVES.

DEAR MR. CHIEFMAN: Hoping further to the committee's  
of May 28, 1931, enclosing a bill (H. R. 8188) To reinstate  
Harold T. Dawson as a midshipman in the United States Naval  
Academy, and requesting the views of the department thereon, I  
the honor to inform you as follows:

Harold T. Dawson was found deficient at the biannual examina-  
tion in January, 1931, in electricity. Section 1519 of the Revised  
Statutes provides that midshipmen found deficient at any examina-  
tion shall not be continued at the Academy or in the service unless  
recommended by the academic board. The deficiency act of  
June 19, 1929 (45 Stat., 1038), modifies the provisions of the foregoing  
act of the Revised Statutes by a provision that—

(31)  
(45)

REPORT ON THE BILL (H. R. 2489) "TO CREDIT CERTAIN OFFICERS OF THE  
UNITED STATES NAVAL RESERVE WITH SERVICE PERFORMED IN NAVAL AUXILIARY SERVICE"

[No. 66.]

REMOVAL OF CHARGE OF DESERTION IN CASES  
AFTERWARDS SERVING HONORABLY IN THE WAR

Report on the Bill (H. R. 2489) "To Authorize the President  
to Relieve Certain Officers and Enlisted Men from  
the Charge of Desertion Standing on their Records, and for  
Other Purposes."

DEPARTMENT OF THE NAVY

WASHINGTON, June 3, 1921.

The CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.

MY DEAR MR. CHAIRMAN: Replying to your letter of May 12, 1921, inclosing a bill (H. R. 2489) "To Authorize the President to Relieve Certain Officers and Enlisted Men from the Charge of Desertion Standing on their Records, and for Other Purposes," and requesting the department's consideration and report thereon, I have the honor to inform you that the bill meets with the approval of the department.

The Committee on Naval Affairs, United States Senate, in reporting H. R. 4803, "Making appropriations for the naval service for the fiscal year ending June 30, 1922, and for other purposes," incorporated an amendment in identical terms with the bill H. R. 2489, same being section 11 of said naval appropriation bill. The department recommends, therefore, that the bill H. R. 2489 be favorably considered by your committee.

Sincerely, yours,

THEODORE ROOSEVELT,  
Acting Secretary of the Navy.

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# **CREDITING NAVAL RESERVE OFFICERS WITH TIME SERVED IN NAVAL AUXILIARY SERVICE.**

**Report on the Bill (H. R. 4975) "To Credit Officers of the United States Naval Reserve Force with Time Served in Naval Auxiliary Service."**

**DEPARTMENT OF THE NAVY,  
Washington, June 4, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 12, 1921, inclosing a bill (H. R. 4975) "To credit officers of the United States Naval Reserve Force with time served in the naval auxiliary service," and requesting a report from the department thereon, I have the honor to inform you as follows:

For many years previous to the creation of the Naval Reserve Force the naval auxiliary service was operated by civilian officers and men as crews of naval auxiliary vessels who were not subject to military control as they held no commissioned or enlisted status. The duties performed were always held to be of the nature of civilian duties under the Navy Department. In principle the department is opposed to the granting of longevity pay or retirement privileges for length of service based upon service not strictly within the naval or military service in the sense of being a part of the enlisted or commissioned personnel.

The department is of the opinion, however, that members of the Naval Reserve Force who served long and faithfully as civilian commanders and officers of Navy colliers deserve consideration in view of the fact that the act of August 29, 1916, required the crews of Navy colliers to become members of the Naval Reserve Force and restricted their pay, through a restriction of the rank they might attain, far below the pay they had received as civilian officers in command of these colliers.

The department, therefore, recommends that the proposed draft of a bill hereto attached, which is respectfully submitted as a substitute for the bill H. R. 4975, be enacted. This proposed draft of bill will cure the injustice imposed upon these men by the act of August 29, 1916, without entitling them to the benefits of retirement or receiving credit for continuous service while on furlough for the convenience of the Government, or of receiving any back pay, as provided in the bill H. R. 4975.

In view of the foregoing, it is recommended that the bill H. R. 4975 be not favorably considered by your committee, but that the proposed draft hereto attached, which is submitted in lieu thereof, be enacted.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

L. To credit enrolled members of the United States Naval Reserve Force with service in the naval auxiliary service.

*As it enacted by the Senate and House of Representatives of the United States of America Congress assembled,* That enrolled members of the United States Naval Reserve who served in the naval auxiliary service prior to April 6, 1917, shall be credited the time so served in the same manner and with the same effect, except for the

requirement, as though said service had been continuous in the United States. *Provided,* That service on furlough without pay for the convenience of the Government in the naval auxiliary service shall not be counted, but it shall not be continuous service: *Provided further,* That the annual pay of an officer

Force shall not exceed the annual pay of an officer of the corresponding grade in the Regular Navy: *And provided further,* That such act shall not entitle any enrolled member of the Naval Reserve

to receive any back pay or emoluments.

[No. 68.]

**OF SOLITARY CONFINEMENT AS A PUNISHMENT  
IN THE NAVY.**

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Bill (H. R. 275) "To Abolish the Punishment of Solitary  
Confinement on Bread and Water as Authorized by the Articles for  
Governance of the Navy."

**DEPARTMENT OF THE NAVY,  
Washington, June 4, 1921.**

**JOINT COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

MR. CHAIRMAN: Replying further to the committee's  
report of May 12, 1921, inclosing a bill (H. R. 275) "To abolish the  
punishment of solitary confinement on bread and water as authorized  
by the Articles for the government of the Navy," and requesting  
information and report from the department thereon, I have the  
honor to inform you that this department does not approve of the  
proposed legislation.

Punishment of solitary confinement on bread and water is  
not to be one of the most effective methods of maintaining  
discipline on board ship and on shore stations when the offense  
is not serious enough to warrant a summary or general  
court-martial, or when the circumstances render trial by court-  
martial practicable.

Very respectfully,  
yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

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[No. 69.]

**NAVAL MUSEUM IN WASHINGTON, D. C.**

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on H. J. Res. 40, "To Provide a Commission to Inquire Into and  
mit Recommendations to Congress Relative to the Advisability  
recting a Naval Museum in Washington, D. C."

**THE SECRETARY OF THE NAVY,**  
Washington, June 4, 1921.

DEAR MR. BUTLER: The department acknowledges receipt of  
letter dated May 28, 1921, inclosing a copy of House joint reso-  
No. 40, which provides for a commission to inquire into and  
t recommendations to Congress relative to the advisability of  
g a naval museum at Washington.

In reply thereto I have to state that the appointment of such a  
mission meets with the approval of the department, and it is  
that Congress will provide funds to care for the many trophies,  
and other articles of interest connected with the Navy, which  
be preserved.

Yours, sincerely,

EDWIN DENBY.

THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives, Washington, D. C.*

○

[No. 68.]

NAVAL MUSEUM IN WASHINGTON, D. C.

on H. J. Res. 40. "To Provide a Commission to Inquire into and  
its Recommendations to Congress Relative to the Admissibility  
of a Naval Museum in Washington, D. C."

THE SECRETARY OF THE NAVY,

Washington, June 4, 1931.

Dear Mr. BUTLER: The department acknowledges receipt of  
your letter dated May 28, 1931, enclosing a copy of House Joint Reso-  
lution 40, which provides for a commission to inquire into and  
recommendations to Congress relative to the advisability of  
a naval museum at Washington.

[No. 70.]

**LOAN OF UNUSED OR OBSOLETE MATERIAL TO EDUCATIONAL  
INSTITUTIONS.**

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**Report on the Bill (H. R. 278) "Authorizing the Secretary of the Navy  
to Loan Material to Educational Institutions."**

**NAVY DEPARTMENT,  
Washington, June 6, 1921.**

**MY DEAR MR. BUTLER:** Acknowledgement is made of your reference, under date of May 28, to H. R. 278 "Authorizing the Secretary of the Navy to loan material to educational institutions."

I can see no objection to the enactment of this bill, and recommend a favorable report.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Assistant Secretary of the Navy.*

Hon. THOMAS S. BUTLER,  
*Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

○





[No. 71.]

**TRANSFER OF NAVAL SEAPLANE "NC-4" TO SMITHSONIAN  
INSTITUTION.**

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on the Bill (H. R. 2493) "To Provide for the Transfer of the  
al Seaplane Known and Designated as "NC-4" to the Smith-  
an Institution."

**NAVY DEPARTMENT,**  
Washington, June 7, 1921.

DEAR MR. BUTLER: Acknowledgment is made of your letter of  
S. forwarding for consideration and recommendation H. R.  
To provide for the transfer of the naval seaplane known and  
ated as NC-4 to the Smithsonian Institution."

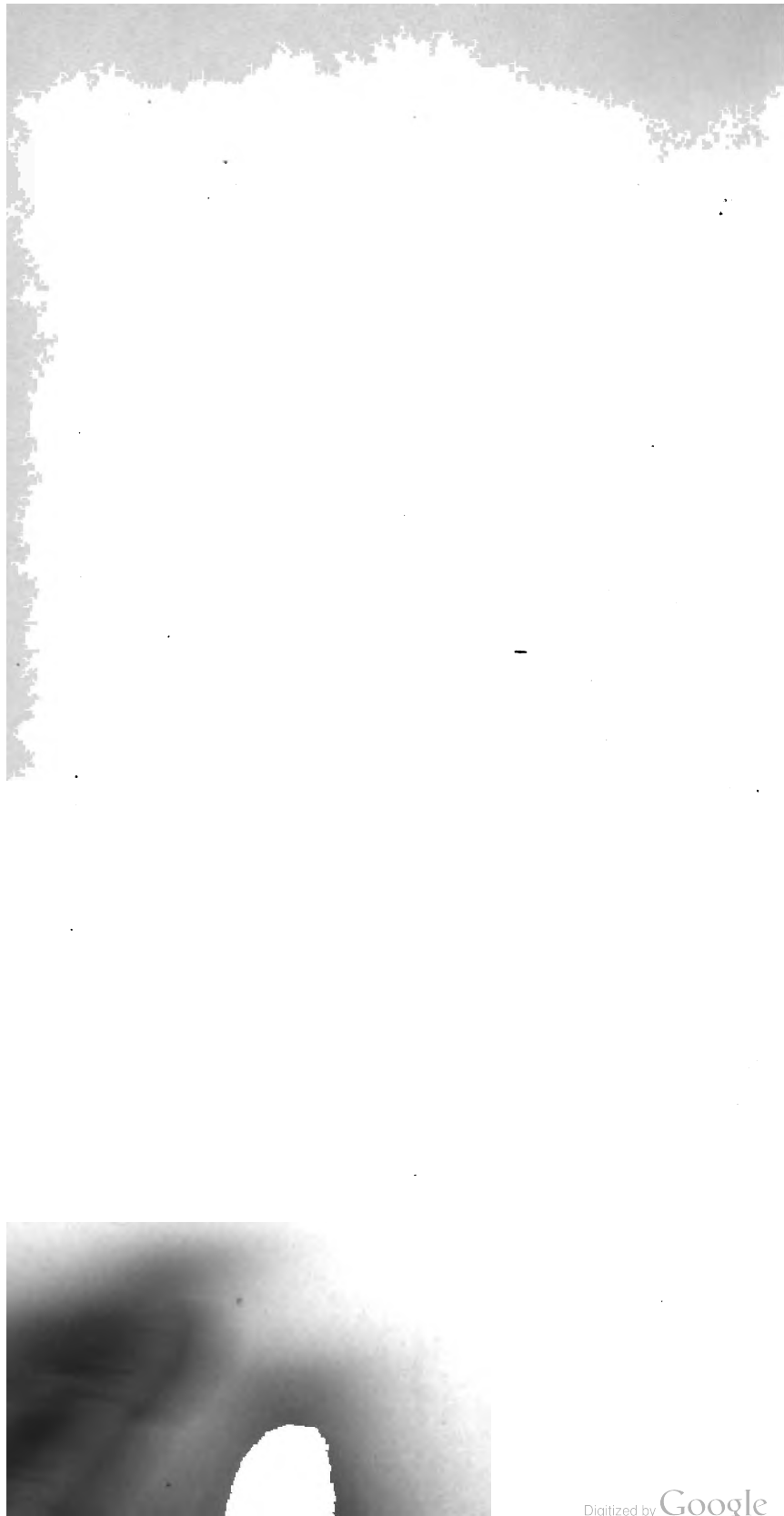
considered very desirable that suitable provision be made for  
g this seaplane in the Smithsonian, and it is strongly recom-  
d that a favorable report be made on this bill.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Assistant Secretary of the Navy.*

**THOMAS S. BUTLER,**  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

○



**POINTMENT OF NAVAL OFFICERS WHO HAVE RESIGNED.**

ring on the Bill (H. R. 6610) "To Authorize the Reinstatement  
the Navy of Former Officers of the Regular Navy Who Resigned  
sequent to November 11, 1918."

Discussion of Section 8 of the Bill, H. R. 3150 (Senate Amendment  
102, to the Naval Appropriation Bill, H. R. 4803), Providing  
the Repeal of Section 1481 of the Revised Statutes.

Before the

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Friday, June 3, 1921.**

committee met this day at 11 o'clock a. m., Hon. Thomas S.  
(chairman) presiding.

**CHAIRMAN.** Gentlemen of the committee, let us consider this  
ing the bill H. R. 6610, introduced by Mr. Dupré. "To authorize  
instatement in the Navy of former officers of the Regular Navy  
esigned subsequent to November 11, 1918."

ave requested Admiral Washington, the Chief of the Bureau of  
ation, to be here so that he may make the reply for the depart-

ou will listen to Mr. Dupré, we will be very glad to hear him.

ment of **HON. H. GARLAND DUPRÉ**, a Representative in Con-  
gress from the State of Louisiana.

**DUPRÉ.** Mr. Chairman and gentlemen of the committee, there  
o bills before you on the same subject matter. The first is H. R.  
and the latter is H. R. 6610. The first bill that I introduced on  
subject which concerns the reinstatement to the Navy of those  
s of the Regular Navy who resigned subsequent to the armi-  
reads as follows:

the President be, and he is hereby, authorized to reappoint in the Navy, by  
th the advice and consent of the Senate, former officers of the Regular Navy  
resignation was submitted subsequent to November 11, 1918: *Provided*, That  
so appointed may be given the same permanent rank as held by them at date  
nation, and such precedence with other officers in same rank as may be deter-  
by the Secretary of the Navy.

**CHAIRMAN.** What is the date of that bill?

**DUPRÉ.** April 25, 1921. I realized at the time this bill was  
a that it was rather sketchy and somewhat crudely done, but  
ught that it would serve as the basis of initiating consideration  
measure and invoking such criticism as it would be subject to.

At my request you were good enough, Mr. Chairman, to refer this bill to the Navy Department, and I have before me a copy of the reply under date of the 12th of May, 1921:

OFFICE OF THE SECRETARY,  
DEPARTMENT OF THE NAVY,  
Washington, May 12, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of April 28, 1921, inclosing a copy of a bill (H. R. 4977) "To authorize the President to reappoint in the Navy former officers of the Regular Navy who resigned subsequent to November 11, 1918," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the department does not favor said bill as now drawn.

The main objections to said bill as now drawn are that under its provisions former officers would be returned to the service in the permanent ranks held by them at date of resignation without examination as to professional and physical qualifications, and, further, the precedence of such former officers upon reinstatement is not definitely fixed.

If it is the desire of Congress to enact legislation along the lines indicated, this department recommends that the following language be adopted in lieu of the provisions of said bill:

"That former officers of the Regular United States Navy who have resigned therefrom since November 11, 1918, may be reinstated and recommissioned in the permanent grades or ranks formerly held by them: *Provided*, That each officer so reinstated shall take rank in the grade in which appointed in the same numerical position from the head of the list as occupied by him on the date of resignation: *Provided further*, That all applications for reinstatement hereunder shall be submitted to a board of not less than seven officers for investigation and report to the Secretary of the Navy as to the merits of the candidates for reinstatement: *And provided further*, That no candidate shall be reinstated hereunder unless his application therefor has been approved by the Secretary of the Navy and he has successfully passed the professional, moral, and physical examinations now required by law for the grade in which he is to be reinstated."

Sincerely, yours,

EDWIN DENBY, *Secretary of the Navy.*

I thought the suggestion of the department was an admirable one. It puts around the matter the proper safeguards, widens the discretion vested in the Secretary of the Navy to restore some of these gentlemen, or all of them or none of them, as he sees fit, and I accordingly introduced the bill, H. R. 6610, which tracks in exact language the recommendation of the department. When I say the recommendation of the department, I do not mean to say that so far as I know the department is strongly urging this bill, for the Secretary very guardedly says, "If it is the desire of Congress to enact legislation along the lines indicated," then the department recommends that this language be used.

This bill springs out of an individual case. A young gentleman who was appointed to the Navy from the State of Rhode Island married a young lady in my city. I know the family very well. This young man resigned sometime in 1920. He had a wife and two young children and was anxious to be with them, I suppose. He thought that he could make a business success of a venture he had in mind and resigned. When the matter was brought to my attention I declined to introduce an individual bill. In the first place, I have been here long enough to know the difficulty of getting those bills through.

So it occurred to me that there must be a number of other cases and that if there was to be legislation of this character it ought to be

l in its nature and not designed to help this man at the  
e of others. If a young man, for instance, had a very energetic  
ssman to press this matter strongly before the committee he  
get by with this bill, while some other unfortunate young  
who wanted to get back into the Navy——

BRITTEN (interposing). Might not have a Congressman like  
ntleman from Louisiana.

DUPRÉ. I thank you for supplying the deficiency. But, in all  
ness, I thought that a general bill was the way in which to  
this, and my judgment has been vindicated by the fact that  
ber of Congressmen have come to me who had similar cases  
kind and suggested that the matter should be handled on the  
lines contemplated here.

will observe that there is absolutely nothing mandatory in the  
fore you, H. R. 6610; it is entirely permissive.

HICKS. Mr. Dupré, if you will permit, the first proviso reads:  
ach officer so reinstated shall take rank in the grade in which appointed in the  
merical position from the head of the list as occupied by him on the date of  
on.

s that mean that he shall be an extra number?

DUPRÉ. I think, Mr. Hicks, when Admiral Washington appears  
you he can explain that better than I can.

HICKS. That might work to the disadvantage of all the other

PADGETT. Do you think that is fair?

DUPRÉ. I do not feel that a man who resigned should be  
d ahead of men who have served steadily in that grade. That  
kly my belief. I do not think that the fellow who stuck to  
o should be penalized in this way, and I would be perfectly  
to see some modification along that line. I do not know  
what that proviso means.

PADGETT. It means where he was, in the same place when he  
ut.

BRITTEN. And to reduce all of those who have gone up, quite  
er.

Admiral WASHINGTON. It means that he will take the same posi-  
the list numerically that he had when he resigned. Since he  
d there have been many promotions, and he will have really  
the numbers promoted in his grade since his resignation.

PADGETT. I understand that a good many have gone up.

Admiral WASHINGTON. Yes, sir.

PADGETT. But it puts him ahead of all those fellows in the  
grade that stayed in?

Admiral WASHINGTON. No, sir.

PADGETT. Who were below him?

Admiral WASHINGTON. We have two redistribution periods, one  
in June and one usually the 1st of January. Since most of  
officers resigned and went out practically all of the officers in  
pective grades just below them at the time of their resignations  
een advanced above the numerical position that the resigned  
held at the time of their resignations and have gone ahead of

PADGETT. I understand that those men have gone up.

Mr. DUPRÉ. Would the midshipmen who graduated yesterday suffer from that?

Mr. PADGETT. No. For instance, here is a man who was a commander when he resigned. There have been promotions in the rank of commander, and this man would come back; say he was number 44 when he resigned, he would go as number 40?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. There were some who were in the thirties—that is, below 40—that have come up, and this man would go below them, but he would go above 41, 42, and 43, as they stand now in their rank. It seems to me that if he gets back at all he ought to be willing to go to the foot of the list of commanders.

The CHAIRMAN. May I ask Admiral Washington a question? There is but one 44, and that number 44 is already filled; will this make the man 44½ or 43½? You can not have two?

Admiral WASHINGTON. No, sir; it would have the effect of shoving down all of those who had not been promoted.

The CHAIRMAN. To drop them back one number?

Admiral WASHINGTON. Yes, sir.

Mr. DUPRÉ. I would be entirely willing to have an amendment adopted putting these men at the foot of the grade in which they were when they resigned. As I said before, I do not think that the fellows who stuck to the job ought to be prejudiced by the fact that other fellows took their chance and went out and now want to get back. He ought to be penalized to that extent, and such an amendment would satisfy me.

Mr. HICKS. If this bill becomes a law and these men come back, will not they form a sort of barrier and slow up the men in the lower grades?

Admiral WASHINGTON. Not to any great extent. There are only about 137 of them.

Mr. HICKS. But that would slow them down in promotions?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. At the time that these men resigned the Navy was needing officers badly?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. They were in stress for officers?

Admiral WASHINGTON. Yes, sir.

Mr. DUPRÉ. Why were their resignations accepted by the department?

Mr. PADGETT. The Secretary of the Navy held them up until they pressed and pressed and pressed to get out to go into private business for their personal gain. Members of this committee, one of whom I was, gave expression to their views at the time. I recall an expression I used, "The Navy needs you. If you go out it will not be long until you will want to get back, and Jordan will be a rocky road to travel in getting back."

Mr. DUPRÉ. I am sorry that I have to personally conduct this tour over Jordan's rocky road.

In that connection it is interesting to note what Admiral Washington just stated, that the maximum number of officers who could be affected by this legislation is 137.

Admiral WASHINGTON. About that number.

**DUPRÉ.** It is quite clear that all the 137 would not want to go and it is entirely reasonable to suppose that the Secretary of Navy would find a great many of those who want to come back undesirable material. The previous records may show that there is something that would make them undesirable to be further connected with the service.

**PADGETT.** The small number which you say would come back is a small thing, but we are establishing a precedent by legislation that a fellow can speculate with the Navy, go out and take his resignation from the Navy at a time when the Navy needs him, and then if he fails in his personal ambition on the outside come back into the Navy.

**DUPRÉ.** But do you not think that the Navy needs them?

**PADGETT.** Yes.

**DUPRÉ.** Why not take them back? They are certainly better material than the young fellows who were commissioned as lieutenants on yesterday—I do not mean better men, but they have learned their profession and would be of more assistance to the Navy.

**PADGETT.** But is it a good policy to establish for the Navy?

**DUPRÉ.** I would not say that we were setting a precedent. I promise you not to introduce any more bills if you will let this one go through.

**BRITTEN.** Do you not think, Mr. Dupré, in all seriousness, that if these officers are taken back into the service that they should be taken back and assigned to the lowest numbers in their respective grades and also be carried as separate numbers?

**DUPRÉ.** I have previously stated that that proposition would be to give one and making them extra numbers would further ameliorate the situation.

**PADGETT.** As to extra numbers, we have been suffering from a shortage. I do not want any more extra numbers. Let me tell you what it means. It means two promotions. The limit fixed by law for admirals is 55. During the war we went up to the permanent list with the rear admirals and we had on the admiral list 50 at one time, made up of extra numbers.

**ADMIRAL WASHINGTON.** Not exactly. Several years ago Congress increased all the former Engineer officers extra numbers.

**PADGETT.** I understand.

**ADMIRAL WASHINGTON.** That was a promotion that the officers anticipated, because the law, since the Engineer Corps was established, limited their rank to that of captain.

**PADGETT.** I understand, but when they came into the line they were eligible for admiral as extra numbers and they went up, as a matter of fact. While the law limited the number of admirals to 55, we got the 55 and added the extra numbers we had, 79 or 80.

**ADMIRAL WASHINGTON.** As I recall, the highest number was 71.

**PADGETT.** I thought it was 79. With extra numbers you are getting two. We do not want extra numbers.

**MCPHERSON.** How would it do to require his reinstatement at a grade below that in which he was; in other words, penalize him for leaving the grade?

Mr. DUPRÉ. It would be a severe enough punishment to put him at the foot of the grade he was in.

Mr. MCPHERSON. I do not think it would.

Mr. DUPRÉ. I will now sit down for a while and get my second breath until after Admiral Washington concludes. I hope he will have as pleasant a time as I have had with you gentlemen.

The CHAIRMAN. We have enjoyed hearing you very much, Mr. Dupré.

# **STATEMENT OF REAR ADMIRAL THOMAS WASHINGTON, CHIEF BUREAU OF NAVIGATION.**

The CHAIRMAN. Admiral Washington, will you be good enough to give us the views of the department upon the bill which has been introduced by Mr. Dupré?

Admiral WASHINGTON. At first and during the past year the former Secretary of the Navy, Mr. Daniels, was very strongly opposed to taking back into the service any of these officers, largely based on the fact that he opposed their being allowed to resign. Many of the resignations he held up for at least 18 months before he accepted them. Last July they were allowed to resign, and, as I recall, 106 went about that time.

The CHAIRMAN. One hundred and six officers?

Admiral WASHINGTON. Yes, sir; 106 line officers.

The CHAIRMAN. Please give us those by grades, so that we will know what grades they were in?

Admiral WASHINGTON. Yes, sir. Two captains, 13 commanders, 14 lieutenant commanders, 72 lieutenants, and 1 lieutenant, junior grade. They total 137 as the resignations up to the 1st day of April, 1921. Since then we have had 8 more, as I recall, making a total of 145. Of that number, 106 were allowed to resign about last July, and it is those generally who have been endeavoring to be restored.

The CHAIRMAN. How many of these officers have asked to be restored?

Admiral WASHINGTON. We have had 14 official applications, but quite a large number of others have written personal letters to officers in the department making inquiry as to what the chances were. I should say, approximately, at least 50 per cent of them had opened up the subject of coming back. Mr. Denby, after I took up this matter with him, was also opposed somewhat to their coming back.

Mr. BRITEN. You say, "also opposed"; are you opposed to their coming back?

Admiral WASHINGTON. No, sir; I am not opposed.

Mr. BRITEN. What do you mean by "also opposed"?

Admiral WASHINGTON. Like Mr. Daniels, was opposed to their coming back at first. This morning the Secretary of the Navy sent a letter to the committee approving this bill and stated, in substance, that inasmuch as all of the requirements necessary for their reinstatement were by the bill placed in his hands he thought it was all right. Some of the resigned officers had been repeatedly "passed over" by the various selection boards and several of them are among those who wish to come back. For that reason we have provided that a board of seven officers shall pass on their qualifications as to whether or not they should come back.



Mr. DUPRÉ. Do I understand, Admiral, that a letter from the Secretary of the Navy is on the way to the committee?

Admiral WASHINGTON. I think it is here now.

The CLERK. It has been received.

(The letter referred to follows:)

DEPARTMENT OF THE NAVY,  
Washington, June 3, 1921.

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 26, 1921, inclosing a bill (H. R. 6610) "To authorize the reinstatement in the Navy of retired officers of the Regular Navy who resigned subsequent to November 11, 1918," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the language of the proposed bill is identical with that suggested by this department in its letter of May 12, 1921, as a substitute for the bill H. R. 4497.

The department has no objection to the enactment of the bill (H. R. 6610) as now proposed.

Sincerely, yours,

EDWIN DENBY, *Secretary of the Navy.*

Mr. HICKS. In my ambitious days I had a bill similar to the one which Mr. Dupré has introduced. At one time it had the approval of Secretary Daniels and within a short time it had his disapproval.

Admiral WASHINGTON. Yes, sir.

Mr. HICKS. It came before this committee and met with the same enthusiastic reception that I think this bill will meet with.

Admiral WASHINGTON. Yes.

Mr. HICKS. I am wondering whether there is any more need for bringing these men in now than there was two years ago?

Admiral WASHINGTON. No; there is really less need for it just now.

Mr. HICKS. It would seem so to me.

Mr. O'CONNOR. What has caused the Secretary of the Navy to give this bill his approval?

Admiral WASHINGTON. Because with the provisos it leaves the method of their coming back in his hands. He appoints the board to pass on their qualifications, and he is to say whether any of the individuals can come back.

Mr. O'CONNOR. There must be some good reason why the Secretary would give his approval to a bill of this kind; it must be that he has recognized some justice in the case?

Admiral WASHINGTON. There have been a great many Congressmen visit the department to see about the cases of individual officers. Many of these ex-officers are desirous of coming back. I think that is the reason very largely and this leaves it with the Secretary. Probably more than a dozen Members of Congress have been to me personally and suggested bills for the relief of individuals in which they were interested, but I have told them that I thought Mr. Denby would in a short time agree to a general bill to take them all back under certain restrictions, and this bill was the result.

Mr. McCLINTIC. Admiral, do you know of any law or rule that allows an officer who resigns from the Army to be reinstated?

Admiral WASHINGTON. No, sir; I do not think there is. If a man once gets out of the Army nothing but an act of Congress can replace him.

Mr. SWING. There is no limitation placed upon the time for making the application and as this would be permanent legislation, I take it, these people could apply at any time in the future?

Admiral WASHINGTON. We originally had a limitation in it, but I do not think it is necessary to carry it any further than to those who resigned subsequent to November 11, 1918, and up to the time of the passage of the bill.

Mr. SWING. Is it limited to the passage of the bill?

Mr. BRITTEN. No.

Mr. DRANE. In the final analysis it is always in the hands of the Secretary?

Admiral WASHINGTON. Yes, sir.

Mr. SWING. This might be valuable permanent legislation in case a future emergency occurs?

Admiral WASHINGTON. Yes, sir.

Mr. HICKS. A number of cases have come to your notice where men especially qualified for the service who have resigned for one reason or another, you would be glad to have come back?

Admiral WASHINGTON. Yes, sir.

Mr. HICKS. When I introduced my bill I had a man in mind, whom you probably know—he may be now in the service as a reserve officer; he was anxious to come back as a permanent officer, and his services were greatly needed. There are times when a bill like this would be of great benefit to the Navy, but, on the other hand, it would deprive other men of their chance of promotion. In your judgment, Admiral, which is the most advantageous—to let the officers come back or to let the regular promotions go on unhampered?

Admiral WASHINGTON. We do not think that this would result in setting back officers to any extent in their promotions, because the promotion by seniority passes out after they reach the grade of lieutenant commander. Then the selection board goes down the list and, provided the officer has had the required amount of sea service under the law and has a good and proper record, he may be selected and promoted. Last year the board took three officers practically at the bottom of the list of captains and promoted them, thus advancing them to near the top. They could do that in any case that the selection board may consider proper.

The CHAIRMAN. If the committee should see fit to report this bill, there should be some sort of a restriction placed on it, in my judgment. I am thinking about what Mr. Swing has suggested, that the application should be filed within a certain number of days.

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. I agree with the suggestion made by Mr. Padgett that the men should not be permitted to go out and come in to suit themselves. There should be a time fixed within which application should be made and beyond which it can not be made.

Mr. DUPRÉ. I am entirely in accord with that suggestion; it meets with my approval. I think it would help the bill.

Mr. HICKS. A limitation after they resigned or after the war?

The CHAIRMAN. A limitation on the time within which they can file their application for reinstatement in the service.

Mr. HICKS. After they have resigned? That would make a gamble of the naval service would it not?

The CHAIRMAN. If this bill could be passed to-morrow, if I had my way, I would fix the 1st day of September, next.

Mr. SWING. That would limit the relief to a certain situation growing out of the resignation of these men in July of last year, but

does not meet the situation which Mr. Hicks refers to, which may in the future, that the Navy would be glad to get the technical edge or unusual ability, if that can be covered by limiting it to a year.

PADGETT. It is an injurious policy to hold out any encouragement to men who resign from the Navy can get back easily.

ADMIRAL WASHINGTON. At any time.

DRANE. Do you call this getting back easily?

PADGETT. Yes, sir; I do.

KLINE. How do you account for so many resignations occurring last July?

ADMIRAL WASHINGTON. I think largely, Mr. Kline, it was due to the fact that right after the war there were a great many positions of life apparently opened up which made it appear to these men that there were big salaries to be gained outside.

KLINE. Were all of these gentlemen who resigned graduates of the Naval Academy?

ADMIRAL WASHINGTON. All those that we have referred to.

DUPRÉ. The bill only refers to officers of the Regular Navy.

CHAIRMAN. Admiral, this bill will cover only the officers who were in what is known as the World War, the last war, and if Congress should see fit to pass this measure it might justify itself by reason of the fact that we are now restoring men who were in that great war, and when they left it they saw opportunities in fields where they could go, and by reason of their service during that period, and that alone, we might make this the rarest of a very rare exception. How does that impress you?

ADMIRAL WASHINGTON. That is all right.

PATTERSON. What was the main reason which they advanced for resigning?

ADMIRAL WASHINGTON. Most of them to take positions paying higher rates of pay.

PATTERSON. Did they say that they could not live on the pay of the Navy?

ADMIRAL WASHINGTON. No; but they could go to the Shipping Commission and elsewhere in places in which they were well qualified to get quite a good increase in salary. They looked at it in that way.

PATTERSON. And it failed to materialize?

ADMIRAL WASHINGTON. Yes, sir.

LUFKIN. Admiral, will you be good enough to explain to the Committee your view with regard to this first proviso:

That each officer so reinstated shall take rank in the grade in which he held in the same numerical position from the head of the list as occupied by him on the date of resignation.

Do you approve of that?

ADMIRAL WASHINGTON. Yes, sir; because I think, Mr. Lufkin, that young men, in nine cases out of ten, will under that provision get so many numbers, if they come back, that it would be practically the same thing as if you put them at the foot of the list from the time they resigned at the time of their resignation.

LUFKIN. They will have lost so many numbers?

Admiral WASHINGTON. Yes; they will have lost a great many numbers. There were only 2 captains, 13 commanders, 49 lieutenant commanders, and 72 lieutenants. Suppose one of the lieutenants, was fiftieth on the list at the time of his resignation, then he goes back to 50 on the list at the time he should be reappointed, and since his resignation, during the interval between his resignation and reinstatement, there have been probably several hundred numbers, six or eight hundred, promoted, all of which he loses.

Mr. LUFKIN. To the next grade?

Admiral WASHINGTON. Yes, sir.

Mr. LUFKIN. Some of them would not lose so many, but relatively the loss would be very great?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. I think if I had to write this bill I would fix a time prior to which these resignations had been made?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. And I would limit the period to one that was not far removed from the date of the armistice?

Admiral WASHINGTON. Yes, sir.

Mr. LUFKIN. How long after the armistice was it that most of the resignations came in, one year?

Admiral WASHINGTON. They began to send in their applications before I came to the bureau, which was in August, 1919. There was quite a number pending then that the Secretary had not accepted. He held them up until July or the end of June, as I recall it, last year.

Mr. PADGETT. In 1920, 106 went out?

Admiral WASHINGTON. Yes, sir. Since then there have been only about 40 resignations all told. Of course, many of the 40 resigned within a month or two after the 106 were allowed to go out.

Mr. PATTERSON. Are you in need of any of these men?

Admiral WASHINGTON. We are very short of line officers. At the rate they are graduating them from the Naval Academy we will not fill up the number for probably six or eight years. There is only available at this time about 52 per cent of the authorized strength of the line for general duty. When I say available, I exclude those taking post-graduate courses, those assigned to aviation, construction, etc. We are allowed a total of 5,499 officers, and we have at the present time available for the ships and shore stations about 2,750 to 2,800.

Mr. LUFKIN. What has become of the plan to graduate the next class at the academy in December?

Admiral WASHINGTON. That was withdrawn because of the opposition in the House.

Mr. KLINE. You have referred to the fact that you are short of line officers to man your ships?

Admiral WASHINGTON. Yes, sir.

Mr. KLINE. Is that occasioned by so many officers being assigned to the navy yards?

Admiral WASHINGTON. We have only a few line officers at the navy yards. You take, for instance, a yard like Boston; I do not think that we have more than probably eight or nine regular line officers assigned there for that work. At the New York yard we have probably more, because it is a much more extensive building and repairing plant, probably 20.

**KLINE.** When I said "line officers," I meant officers.  
**Admiral WASHINGTON.** We are short only in the line. We have  
 ally all the corps filled with the exception of the line and  
 . The doctors are largely filled by reserves being tempo-  
 rarily called into service. The line we are unable to fill except from  
 the academy in the regular course of graduating midshipmen. The  
 we get from civil life. The Supply Corps, the Civil Engineering  
 and the Construction Corps are practically filled, 90 per cent  
 e filled, but the line can only be filled from the Naval Academy  
 at will take us probably six or eight years.

**McCLINTIC.** Will you be good enough, Admiral, to develop  
 object of line officers a little further?

**Admiral WASHINGTON.** The line officers are the actually fighting  
 the officers who man the guns and handle the ships and run  
 engines. The staff officers look after the supplies, health, and  
 of the repair work at navy yards.

**O'CONNOR.** Are any of these young men who are applying for  
 stemment line officers?

**Admiral WASHINGTON.** Yes, sir; all of them.

**O'CONNOR.** Where you are short of officers?

**Admiral WASHINGTON.** Yes, sir; these applicants are all graduates  
 Naval Academy, and were line officers of the Regular Navy.

**SWING.** Admiral Washington, will you be good enough to  
 e for the consideration of the committee, before its next  
 g, a proviso carrying the chairman's idea as to restricting  
 ect of this law virtually to these 137 officers and providing  
 ey must apply and be examined and be reinstated within a  
 length of time after the bill goes into effect?

**Admiral WASHINGTON.** Yes, sir. They are very widely scattered  
 me are in foreign countries.

**CHAIRMAN.** The committee will now stand adjourned until  
 Tuesday morning at 10.30 o'clock a. m.

reupon, the committee adjourned to meet on Tuesday, June  
 , at 10.30 o'clock a. m.)

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#### TUESDAY, JUNE 7, 1921.

committee met this day at 10.30 a. m., pursuant to adjourn-  
 ment. Hon. Thomas S. Butler (chairman) presiding.

**Statement of Rear Admiral THOMAS WASHINGTON, Chief Bureau of  
 Navigation—Resumed.**

**CHAIRMAN.** Admiral Washington, when we adjourned the other  
 u were in the midst of a statement, which we were very glad  
 you make, giving your views on the bill H. R. 6610, providing  
 restoration in the Regular Navy of certain officers who  
 H. introduced by Mr. Dupré, of Louisiana. If you will con-  
 our statement we will be further obliged to you, Admiral.

**Admiral WASHINGTON.** Yes, sir; in accordance with the wish of the  
 tee we have drafted a bill which places a time limit on the  
 o to which the applications of these officers are to be con-  
 . and the bill, as I have it drafted now, reads:

former officers of the Regular United States Navy who served in the Navy  
 the World War and who resigned therefrom since November 11, 1918, may be

reinstated and recommissioned in the permanent grades or ranks formerly held by them: *Provided*. That each officer so reinstated shall take rank in the grade in which he was appointed in the same numerical position from the head of the list as occupied by him on the date of resignation: *Provided further*. That no application for reinstatement under the provisions of this act shall be considered unless received within 12 months from the date of the approval of this act and all applications shall be submitted to a board of not less than seven officers for investigation and report to the Secretary of the Navy as to the merits of the candidates for reinstatement: *And provided further*. That no candidate shall be reinstated hereunder unless his application therefor has been approved by the Secretary of the Navy and he has successfully passed the professional, moral, and physical examinations now required by law for the grade in which he is to be reinstated.

The effect of that would be not to receive any applications for four months from the passage of the act, and as some of these officers are now serving in foreign lands, it would require probably as long as two months or longer before they could be notified of their eligibility or the—

Mr. BRITTEN (interposing). They resigned from the Navy to go to foreign lands?

Admiral WASHINGTON. Two of them are employed with the Peruvian mission which went to Peru, and another, Capt. Palmer, for instance, is in Tokyo at last accounts.

Mr. BRITTEN. Capt. Leigh Palmer?

Admiral WASHINGTON. Yes, sir.

Mr. STEPHENS. They are not in the military service?

Admiral WASHINGTON. No. Those with the Peruvian commission are employed in a civilian status, and Capt. Palmer is employed with a commercial company in Tokyo.

Like yourself, Mr. Chairman, I have been very much opposed to their coming back, because I thought that they were not coming back rightly when they resigned. Peace had not been declared, and I thought of those officers that I had an opportunity to interview, who came from the department or who wrote to me, I invariably brought up that fact that their services might again be needed in the Navy, that they would be called for active service again at any time due to our being technically in a state of war, and used every effort to get them to hold back. I thought also that most of them were making a mistake in leaving. Since these officers resigned there has been such a number of officers who have interested Members of Congress in their particular cases, who have been very anxious to introduce separate bills for their special benefit, but who have been told that the department would disapprove any separate measures; that it seemed, after a while, that the best solution of the problem to make a general bill which would include all and then take back, after examination, only those who were desirable. As I said the other day, there were a number of these officers who resigned who had been "passed over" by various selection boards and who had no actual chance or hope of promotion and who should be taken back only with careful scrutiny, because in a very few years they would very likely go on the retired list and it would be impossible to do so for the rest of their lives. That did not seem to me to be a very desirable condition. The conditions specified in the bill requiring special examination and scrutiny of records will keep all not worthy applicants out. There are in the line about 145 of these resigned officers, all told, and if we made this time limit, say, the 1st of January of the present year, which would be two years and a couple of months since the armistice, I believe it would practically cover all the cases that had any

se those who have recently resigned must have had other  
s in all probability than those who first resigned.

think, as the Navy list will be on the 1st of January next—  
ry 1, 1922—under the present conditions, very short in line  
s, that these officers would be of considerable use to the Navy.  
all the temporary appointments abolished on the 31st of Decem-  
nd a comparatively small number, as it looks at the present  
of the temporary officers who took the examination for May  
actually received into the permanent service, it appears that  
y be short possibly 1,500 to 2,000 below the authorized strength  
line of the Navy on the 1st day of January next.

CHAIRMAN. Admiral, would you approve of inserting in the  
late covering the officers who resigned prior to January 1, 1921?

Admiral WASHINGTON. Yes, sir. There are only about 8 or 10, I  
l say at the most, who resigned since that date. Most all of  
signations; practically 80 per cent of them, were in June and  
of last year. Then a few more came along since that time.  
e total 145 we can assume that probably as many as 130 of  
were among the first lot that the Secretary allowed to resign.

CHAIRMAN. The applications for retirement from the service  
presented to the Secretary of the Navy some time prior to their  
ance?

Admiral WASHINGTON. Yes, sir.

CHAIRMAN. And held up a considerable time?

Admiral WASHINGTON. Yes, sir.

CHAIRMAN. A number of applications for retirement were  
ted in the year 1919?

Admiral WASHINGTON. A number of them were actually presented  
shortly after the armistice, but many more, possibly the  
ty, were not presented until later because the Secretary had  
the notice that he would not accept them. I think that most  
n probably came along, perhaps, in the winter of 1919 and the  
of 1920.

CHAIRMAN. About a year and three or four months after the  
ice?

Admiral WASHINGTON. Yes, sir.

CHAIRMAN. Say that No. 44 on the lieutenant commanders'  
igned, where will former No. 44 on the lieutenant commanders'  
and if we pass the measure you have read to us? Where will

Admiral WASHINGTON. He would be given No. 44 on the list  
reinstated. Of course, in the upper grades the loss of numbers  
merically less than in the lower grades, but the effect is about  
me. If we take the case of Capt. Palmer, who resigned Sep-  
r 20, 1920, when his position on the list was next after Capt.  
rius, under this bill he would be if reinstated, after the proper  
ution due to the graduation from the Naval Academy last  
and would lose 12 numbers only. That is because he was well  
the list of captains and there have not been but that number  
motions of captains since he resigned. If you take Lieut.  
ander Charles G. Davy, who resigned on the 11th of November,  
when his position was next after Lieut. Commander Manning,  
this bill he would lose 151 numbers, more than twelve times.

as many. If you drop down one more grade and take Lieut. Connolly, who resigned on the 10th of May, 1921, he would lose 172 numbers.

Mr. HICKS. He would not be eligible?

Mr. McCLINTIC. Are not all of these officers assigned a numerical number?

Admiral WASHINGTON. On the Navy list; yes, sir.

Mr. McCLINTIC. The chairman asked you a question about No. 44. I should like to have that question answered.

The CHAIRMAN. Yes; what would be his number?

Admiral WASHINGTON. If we take him as a lieutenant he would be 216 when he came back; lower on the list than he would have been had he not resigned.

Mr. McCLINTIC. Would he go back to No. 44?

Admiral WASHINGTON. No. 44 on the present list.

Mr. McCLINTIC. What would become of No. 44 on the present list?

Admiral WASHINGTON. He would become No. 45.

Mr. McCLINTIC. He would drop back?

Admiral WASHINGTON. One number.

Mr. HICKS. What would become of No. 45?

Admiral WASHINGTON. He would become No. 46. My understanding is that the committee is very adverse to making any additional numbers, and the bill does not, therefore, make them additional in grade.

The CHAIRMAN. Is it practically an additional number?

Admiral WASHINGTON. No; not at all.

Mr. BRITTEN. The impression was rather indicated that if these men come back into the service at all that they should be placed at the bottom of their grade. Your bill does not provide for that?

Admiral WASHINGTON. No, sir.

Mr. BRITTEN. Why not?

Admiral WASHINGTON. The reason we did not provide that was that when you graduate a large class, as they are all now, it means that these men, if they come back, would lose possibly very many numbers in their grade due to these large additions.

Mr. BRITTEN. That is right; they should be penalized.

Admiral WASHINGTON. I agree with you fully that there should be a penalty attached, but the loss of 172 numbers, for instance, is a very serious loss. If you made it 500 it would probably kill off all the man's initiative, push, and pep.

Mr. BRITTEN. Does your bill provide for the same number?

Admiral WASHINGTON. In the meanwhile, as all the numbers have passed ahead of him while he was out of the service, he may be one, two, or three classes below where he would have been if he had stayed in.

Mr. BRITTEN. It automatically puts him below them?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. Why not put him away down? Say he was 44 when he went out, according to your program some will go down twelve times as many numbers as others—would go down to 172?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. Why not put him right down?

Admiral WASHINGTON. I believe the bill provides fully for enough loss to anyone who would be reinstated under it.



Mr. SWING. You do not intend to take them all back, only those on you want and who are exceptionally good for some reason?

Admiral WASHINGTON. Yes, sir; the most desirable ones.

Mr. MCCLINTIC. Do all the men in the same class draw the same pay?

Admiral WASHINGTON. According to the length of service.

Mr. MCCLINTIC. Then the numerical number assigned to him has nothing to do with the pay?

Admiral WASHINGTON. No, sir.

Mr. BRITTEN. Another suggestion presents itself to my mind, that there ought to be some time limitation upon the action of the department on these applications.

Admiral WASHINGTON. We have a four months' limit.

Mr. BRITTEN. No; you have a four months' limit within which to file the application, but not on the action of the department. In other words, a man might file his application just before the four months' period has expired and the department might not act upon it for six months.

Admiral WASHINGTON. That is, if he files his application then the action thereon might be considerably later.

Mr. BRITTEN. Yes, sir. I think the bill should provide that if a man files his application within four months that it should be acted on by the department within six months?

Admiral WASHINGTON. I think that would be very wise.

The CHAIRMAN. You would not be opposed to continuing the application for reinstatement in the service of a man who served the Great War and who resigned prior to January 1, 1921, provided he presented his application for restoration within 120 days after the passage of this act and was admitted to the service within six months after the passage of this act?

Admiral WASHINGTON. No, sir.

Mr. LUFKIN. Each case is to be acted upon separately by the secretary?

The CHAIRMAN. Yes, sir.

Mr. BRITTEN. Is there any prospect that Capt. Leigh Palmer may come back?

Admiral WASHINGTON. I have not heard anything about him except that he was still in Japan.

Mr. BRITTEN. He was a very valuable man?

Admiral WASHINGTON. Yes, sir; an excellent officer.

Mr. MCCLINTIC. Would it be the policy of the service to count the time that the officer was out of the service?

The CHAIRMAN. As a part of his service?

Admiral WASHINGTON. No, sir.

The CHAIRMAN. Are you sure that it could not be counted?

Admiral WASHINGTON. Not under the law.

Mr. BRITTEN. He is out of the service.

Mr. MCCLINTIC. The language in the retirement act is so many years of continuous service.

The CHAIRMAN. It has to be continuous.

Mr. MCCLINTIC. These men will not have that kind of a status?

Admiral WASHINGTON. No, sir.

Mr. MCCLINTIC. How do you get around that?

Admiral WASHINGTON. You mean to give any credit whatever for their former service?

Mr. MCCLINTIC. How do you get around the language which says "continuous service"?

Admiral WASHINGTON. That is for purposes of retirement—all officers are retired at the age of 64 years.

Mr. BRITTEN. Irrespective of their length of service?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. Admiral, Mr. McClintic is inquiring as to certain officers if they retire after they have served 40 years?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. The period which Mr. McClintic has in mind would not be considered as a part of the 40 years, the period when they are out of the service?

Admiral WASHINGTON. No, sir.

Mr. SWING. The preceding period would be counted?

Admiral WASHINGTON. That would be for them to fight out in the courts, unless Congress passed an act for their relief.

The CHAIRMAN. It could not possibly include that time out of the service?

Admiral WASHINGTON. No, sir.

Mr. MCCLINTIC. There are certain benefits that a man obtains after he has served a certain number of years in the Navy, that is, continuous service?

Admiral WASHINGTON. Continuous service applies more particularly to enlisted men, and not to officers. The men get the advantage of continuous service, but when their continuous service is broken for more than four months they lose it.

The CHAIRMAN. Noncommissioned and commissioned officers are entitled to retirement after certain service?

#### REPEAL OF SECTION 1481 OF REVISED STATUTES.

[Sec. 8 of the bill, H. R. 3150; also provided in Senate amendment No. 102, on the naval appropriation bill, H. R. 4803.]

Admiral WASHINGTON. Yes, sir. Section 1481 of the Revised Statutes allows officers of certain corps to retire after 40 and 45 years' service. It is under that section that the professors of mathematics were retired from lieutenants to rear admirals.

Mr. BRITTEN. That suggested amendment is carried in the present naval appropriation bill, inserted by the Senate?

Admiral WASHINGTON. I think it is.

Mr. MCCLINTIC. The men who have left the service would not be eligible to retire under that clause?

Admiral WASHINGTON. This section applies to all corps except the line and civil engineers. It was passed probably 50 years ago for the purpose of giving the supply officers, the medical officers, and the chaplains the benefit of retirement in the grade of commodore because at that time they could go no higher in rank than captain. We have asked that it be amended because of certain officers taken in last year; many of them would retire as commodore, though perhaps never having gone above lieutenant on the active list.

PADGETT. We reported a bill repealing that provision. I think that provision repeals it or abrogates it only so far as up to that, does it not?

General WASHINGTON. Yes, sir.

PADGETT. It leaves the captain?

General WASHINGTON. Yes, sir.

PADGETT. I think that is proper.

General WASHINGTON. Yes, sir.

PADGETT. It should not cut off the captain?

General WASHINGTON. No, sir. It retires them from captain to major if they have had 40 or 45 years of service.

PADGETT. But below captain it is repealed?

General WASHINGTON. Yes, sir.

HICKS. As I understood, you stated that on the 1st of next January, based on the present strength of the Navy, you would be short 400 officers?

General WASHINGTON. It will depend on how many successfully pass the examination held two weeks ago, that is, how many of the regular officers come into the regular service as a result of that examination. The law authorizes 1,200. If all passed we would be short something in the neighborhood of 600. If any number less than 1,200 passes we will be short 600 plus the shortage which I will figure anywhere from 1,200 to 2,000.

HICKS. What do you estimate the strength of the Navy will be on the 1st of next January?

General WASHINGTON. At the most I do not think that it will be 4,000 in the line.

HICKS. How many men?

General WASHINGTON. The House has appropriated for 100,000 men. I suppose it will be somewhere between 120,000 and 100,000.

STEVENS. If you will be short 600 or 1,000 officers, the number of officers that would be reinstated under this bill, if it were passed, would not materially affect that shortage?

General WASHINGTON. No, sir.

STEVENS. It does not cut very much of a figure, whether these officers are reinstated or not reinstated?

General WASHINGTON. A very small percentage; yes, sir.

BRITTEN. Section 1481 in the Senate amendment is quite different from the House suggestion?

General WASHINGTON. Yes, sir.

BRITTEN. Did your bureau recommend the language in the Senate amendment?

General WASHINGTON. Not as it is. It was changed somewhat, but essentially the same. As the bill was introduced, as I recall it in the Senate, it read something to the effect that no officer shall be promoted under the provisions of section 1481 of the Revised Statutes until the time of retirement did not have the required number of years of service, 40 years.

BRITTEN. When you were before this committee you suggested changing the language, "That section 1481 of the Revised Statutes be and the same hereby is repealed."

They say:

That section 1481 of the Revised Statutes shall apply to all branches of the naval service: *Provided*, That hereafter no officer shall be retired under the provisions of said section who has not at the time of retirement attained the permanent rank of captain in the Navy.

It applies to all branches?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. Does it not enlarge it very materially by making it apply to the line as well as to the staff? Under the old law it was given to the staff because the staff only had the rank up to captain?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. It had no rank of Admiral at that time?

Admiral WASHINGTON. No, sir.

Mr. PADGETT. It allowed retirement in the grade of commodore and was limited to the staff corps?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. Under the language as incorporated in the present amendment it occurs to me that it will so extend it that if a man retires in the rank of captain he will retire in the grade of commodore, which is equivalent to rear admiral of the lower nine.

Admiral WASHINGTON. My first recommendation was the language which Mr. Britten read, that the section be abolished entirely.

The CHAIRMAN. Is not that the best way to do it?

Admiral WASHINGTON. There are certain staff officers who for 15, 20, or 30 years have looked forward to having the advantage of it. I think that is why it was recommended to be amended and not abolished by the former Secretary. He authorized the change on the representation made by officers interested. As to the great benefit to the line, I think you are mistaken, Mr. Padgett, because the law fixes the age limit as 16 to 20 years for admission to the Naval Academy, and if an officer entered the academy on his sixteenth birthday, which is the very lowest limit, and remained 40 years he would then be 56 years of age. That, of course, is practically impossible. Nobody enters the academy on the very lowest limit of his sixteenth birthday. There is another law that retires that officer in his grade at 56 years of age as a captain, unless he be selected for promotion prior to that by the selection board. The line would get no benefit whatever from it, so far as officers entering the Naval Academy under the present age limits.

Mr. PADGETT. While technically it would embrace them, the other law would exclude them?

Admiral WASHINGTON. Yes, sir. There are some officers in the line who would get the benefit of it. Prior to about 1903 the age limit for entrance to the Naval Academy was 14 to 18 years, and there are some officers who entered between 14 and 16 years of age who would get that advantage, but since the admission limit is now 16 to 20 years, 40 years of service would bring the retiring officer up to at least 56 years, which is the age for compulsory retirement in the grade of captain, and he would get no benefit from this law.

Mr. PADGETT. To repeal it would do injustice to a number of officers in the Staff Corps who have the rank of captain. The object of repealing it was to prevent this jump from lieutenant to commodore and retiring as commodore. If it were changed, I think, so that it

mply permit a captain who retired to retire under the pro-  
of the law and all others were excluded—

HAIRMAN (interposing). I have not had an opportunity to  
the Senate amendment to see whether it would reach the  
that this committee had in view when it reported the section  
nnibus bill last session.

al WASHINGTON. I have a list here. There are, for instance,  
des of warrant officers now in the supply and construction  
io would in all probability under the present law retire from  
nt to commodore, seven of them are pay clerks who have  
ten in as lieutenants and 15 are carpenters taken in as com-  
s. There are 22 officers in those two coprs who would go, in  
ability, if they live until the retirement age, from the rank of  
nt, or lieutenant commander, into that of commodore.

HAIRMAN. If the Senate amendment should be agreed to,  
course, will be avoided?

al WASHINGTON. Yes, sir. These gentlemen had no expecta-  
atever at the time they entered the service of retiring as com-  
; it was only under the opinion of the Attorney General which  
dered last year, that this section 1481 was made applicable to  
es.

RITTEN. You suggest approving the Senate amendment?

al WASHINGTON. Yes, sir; I would suggest that it be allowed

RITTEN. Just as it is?

al WASHINGTON. Yes, sir. It gives the retirement grade of  
lore to those officers who have reached the grade of captain  
o have had not less than 40 years' service.

RITTEN. You say that it is practically impossible for line  
graduating from the academy to retire as commodores under  
isions?

al WASHINGTON. Yes, sir; for anybody entering the Naval  
y now and probably for the past 20 years. I do not remember  
e admission age limit was changed to 16 to 20 years for mid-  
., but it was about 20 years since.

RITTEN. Do you know of any particular officer who would  
ted by the Senate amendment?

al WASHINGTON. There would be some one like Capt. Roy  
r Capt. Russell who might be beneficially affected, but I think  
night be a question for the Attorney General to settle.

BRITTEN. Why have the language for the benefit of a few  
ow them to retire in the next grade up when on one else in  
y can? Why not frame the language so as to exclude all  
?

al WASHINGTON. There are quite a number of pay officers,  
officers, and others who entered the service 20 or 30 years  
l who have probably looked forward to retirement in the  
f commodore after they had served 40 years, and I think it  
e only right not to shut them out from the expectation which  
ve had since they first entered the service.

HAIRMAN. Others can take advantage of it, too?

al WASHINGTON. The others not properly entitled to it we  
ng to shut out.

The CHAIRMAN. But those who come in hereafter? It covers not only the present conditions, but hereafter?

Admiral WASHINGTON. There are not very many, and a very few officers entering the Navy hereafter would be beneficially affected by this amendment.

Mr. PADGETT. The chairman is speaking of the existing statute, not the Senate amendment.

The CHAIRMAN. The present law covers those who come in hereafter.

Mr. PADGETT. The statute should be changed.

The CHAIRMAN. Admiral Washington has made the statement that certain men who have come into the service since the passage of this old statute have expected that they might retire with the rank of commodore after reaching the grade of captain.

Mr. PADGETT. The Senate amendment will shut out all except the old ones who have been in 20 or 30 years.

The CHAIRMAN. Is the statute broad enough to exclude them?

Mr. PADGETT. That is my understanding.

Mr. HICKS. This reads:

That section 1481 of the Revised Statutes shall apply to all branches of the naval service: *Provided*, That hereafter no officer shall be retired under the provisions of said section who has not at the time of retirement attained the permanent rank of captain in the Navy.

The CHAIRMAN. That would not exclude them in the future?

Mr. PADGETT. Yes; it would. A man would have to reach the permanent rank of captain.

The CHAIRMAN. And have served 40 years. Suppose a man goes in now and serves 40 years, would he be eligible?

Mr. PADGETT. It would shut out all below captains. A lieutenant could not retire as commodore. As it is now, if a man has been in the service 40 years and is a lieutenant, he jumps all the intervening grades and retires as commodore. This language would require him to reach the permanent rank, not temporary rank, of captain and also to have 40 years' service.

The CHAIRMAN. If John Smith is commissioned as an ensign and serves 40 years and reaches the grade of captain, after this amendment becomes a part of the law, he will be entitled to retire as a commodore?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. It is not intended to shut them out for the future if they get to be captains.

Admiral WASHINGTON. No, sir. There is only one corps that is likely to benefit by this in future times, and that is the Supply Corps, because the doctors, constructors, civil engineers, and chaplains all enter at an age, ordinarily speaking, which is considerably in excess of this lowest limit. For instance, to retire at the statutory age of 64 years and to have had 40 years' service, they must have entered prior to reaching the age of 24. Hardly any doctors or constructors or civil engineers or chaplains in these days come in at that age. However, the paymasters may come in at 21, 22, or 23 years of age. This provision hereafter will permit them to retire after 40 years' service, but I do not think it would affect any other corps.

**Mr. HICKS.** Perhaps this suggestion might meet the position of Mr. Butler. Instead of the word "hereafter" that we insert "commissioned hereafter," which would let the men now holding commissions go forward, but the men commissioned hereafter would be excluded?

**Admiral WASHINGTON.** Yes, sir; after the word "officer" say "that officer hereafter."

**Mr. BRITTON.** I should like to ask the admiral if he would not favor an amendment to this Senate amendment, some language that would cut off the line from this provision. Here is what I have in my mind—there are just a half dozen officers in the line who through his language would be given a preferential retirement status?

**Admiral WASHINGTON.** Yes, sir.

**Mr. BRITTON.** I do not think that is fair to the balance of the line. I do not think that because five or six or eight officers in the line occupy a rather peculiar position, because of age or because of their enlistment in the service, that they should be allowed to retire at the next grade up when no other line officer can under the law.

**Mr. PADGETT.** If you just say that the law shall apply to all, except the line of the Navy," that would cover it.

**Mr. McCLINTIC.** Have you any admirals in the Navy not graduates of Annapolis?

**Admiral WASHINGTON.** No, sir; not now, except a few of the former Engineer Corps officers.

**Mr. McCLINTIC.** Did you ever have?

**Admiral WASHINGTON.** Yes, sir; in the past.

**Mr. McCLINTIC.** Is there any regulation which requires an admiral to be a graduate of the Naval Academy?

**Admiral WASHINGTON.** No, sir; there is not any law. We have some engineer officers who are now rear admirals who are not graduates of the Academy.

(Thereupon, the committee proceeded to the consideration of executive business, after which it adjourned.)







**NAVAL RESERVE FORCE—FLEET NAVAL RESERVES.**

**Change of Status After Serving on Active Duty in World War.**

**A Hearing on the Bill (H. R. 5892) "To Correct the Status of Certain Enlisted Men of the Navy and Naval Reserve Force, and for Other Purposes,"**

**Before the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, June 8, 1921.**

The committee met this day at 10.30 o'clock a. m., pursuant to adjournment, Hon. Thomas S. Butler, chairman, presiding.

The CHAIRMAN. We will take up H. R. 5892.

Mr. BRITTEN. I suggest the clerk read this bill aloud.

(The clerk read the bill (H. R. 5892), which is as follows:)

**A BILL To correct the status of certain enlisted men of the Navy and Naval Reserve Force, and for other purposes.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all men transferred from the Regular Navy to the Fleet Naval Reserve, who have heretofore reenlisted or may hereafter reenlist in the Navy, shall, from the date of reenlistment, be credited with pay at the same rate they were receiving when on active duty in the Navy as members of the Fleet Naval Reserve prior to date of reenlistment in the Navy, and shall be required to serve under their reenlistment only such time as added to the time served in the enlistment in which serving when transferred to the Fleet Naval Reserve and the time of active service in the Navy while members of the Fleet Naval Reserve shall equal four years, when they shall be entitled to be discharged by reason of expiration of enlistment.*

*SEC. 2. That any enlisted man of the Navy or Marine Corps who has been discharged to enable him to be enrolled in the Naval Reserve Force or Marine Corps Reserve as a commissioned or warrant officer, and who has heretofore reenlisted in the Navy or who may hereafter reenlist in the Navy within four months from the date of termination of his service as an officer in the Naval Reserve Force or Marine Corps Reserve, shall be restored to the grade, rank, or rating held by him at time of discharge from the Navy to permit enrollment in the Naval Reserve Force or Marine Corps Reserve, and he shall be entitled from the date he has heretofore so reenlisted, or may hereafter reenlist, to the same rate of pay as he was receiving at time of discharge from the Navy to permit enrollment in the Naval Reserve Force, and shall be required to serve under such reenlistment only for such time as added to the unexpired portion of the enlistment from which discharged, and his active service in the Naval Reserve Force, shall equal four years, when he shall be entitled to be discharged by reason of expiration of enlistment.*

*SEC. 3. That any member of the Fleet Naval Reserve, transferred thereto after sixteen or twenty years' service in the Navy, who has heretofore been discharged herefrom to accept appointment as a temporary officer in the Regular Navy shall, upon the revocation of appointment as temporary officer, be deemed to have reverted to his former status in the Fleet Naval Reserve, and shall be entitled to retain pay at the same rate he was receiving prior to discharge from the Fleet Naval Reserve from the date he is herein deemed to have reverted to his former status therein: *Provided,**

That reenlistment in the Navy following revocation of appointment as a temporary officer shall not affect his status and he shall be entitled to receive the pay authorized for members of the Fleet Naval Reserve when on active duty during the period served under enlistment.

SEC. 4. That enlisted men of the Navy who were discharged at expiration of enlistment and had completed sixteen or twenty years' service at time of discharge, and were thereafter enrolled in the Naval Reserve Force and assigned provisional rank as warrant or commissioned officers, shall be deemed to have been transferred to the Fleet Naval Reserve on date of discharge from the Navy, and then to have been transferred to the class of the Naval Reserve Force in which they were given provisional assignment as warrant or commissioned officers: *Provided*, That they shall be entitled to receive the same pay, allowances, and other benefits from and after the date said transfer to the Fleet Naval Reserve is herein deemed to have been made as is provided in the act of August 29, 1916, for men transferred to the Fleet Naval Reserve.

The CHAIRMAN. This bill was prepared by the department, was it?

The CLERK. Yes, sir.

The CHAIRMAN. We have with us Capt. Philip Williams, accompanied by Commander John Stapler.

Captain, will you please state to the committee the objects of this bill, the number of men affected by it, etc.

**Statements of Capt. PHILIP WILLIAMS, Assistant Chief, Bureau Navigation, Accompanied by Commander JOHN STAPLER.**

Capt. WILLIAMS. The object of this bill is to change the effect of a comptroller's decision on a class of men which amounts to about 55 or 60 men who at the outbreak or round about the outbreak of the war transferred from the Fleet Reserve and accepted temporary commissions, I think; others who transferred from the enlisted status and accepted temporary commissions, the comptroller ruling that when they returned after the war they lost their continuous service and came back in as first enlistments, both in the reserves and the enlisted force of the Regular Navy; and these provisions are for the purpose of restoring these men to the status that they occupied before the war without incurring loss due to their acceptance of commissions.

Mr. BRITTEN. Did they lose their status because they accepted commissions as commissioned officers in the Navy?

Capt. WILLIAMS. Yes, sir.

Mr. BRITTEN. The law provides for the allowance of continuous-service pay to enlisted personnel and not to commissioned personnel.

Capt. WILLIAMS. Yes, sir.

Mr. BRITTEN. Therefore, taking from them the credit for their service during the war as commissioned officers—due to the comptroller's ruling—has deprived them of certain longevity pay provisions.

Capt. WILLIAMS. I think you may say in accordance with the comptroller's decision they lost their continuous service. They lost the continuity of their service in becoming commissioned officers.

Mr. BRITTEN. It is not only the time they served but the continuous service that is broken by their acceptance of the commissions.

Capt. WILLIAMS. Exactly.

Mr. PADGETT. In other words, the only effect of this bill is to count their service as commissioned personnel as a part of their total service. In other words, that there should be no break in their enlisted service.

**Capt. WILLIAMS.** That is one minor effect; and the other effect is to restore to them the benefits of the continuous service which they acquired before the war which has been taken away from them by the comptroller's decision.

**Mr. PADGETT.** That is what I say: If you make their service continuous that restores their benefits and rights that they had before accepting this other service.

**Capt. WILLIAMS.** Yes, sir.

**Mr. O'CONNOR.** What other service do you refer to, Mr. Padgett?

**Mr. PADGETT.** The thing is this: The enlisted man is, say he had three enlistments and had certain rights and benefits under that; say he had served eight years. Now, then, because of his efficiency when the war broke out he took a commission in the Navy and served in a commissioned status. Then when the war was over his commission stopped and he comes back into the enlisted service. They held that broke the continuity of his service and that when he comes back and enlists he goes in as a first enlisted man and starts over again and loses the benefits, say, of the eight years that he had served in the enlisted status and also the benefits of the two years and a half of whatever time he may have served in the commissioned service.

**The CHAIRMAN.** These men to be affected are about 55 in number.

**Capt. WILLIAMS.** Fifty-five to sixty.

**The CHAIRMAN.** Have you the names of the men? I will ask you to insert them in the hearing so that they may appear of record.

**Commander STAPLER.** I haven't a list of all the men, but I have quite a number here.

The following is a list of those whose names I now have with me, viz:

**Barth, Charley R.,** No. 1107056, C. G. M., About 29 years' service; transferred class 1-D September 9, 1918; discharged from N. R. F. June 4, 1919, accordance BuNav. Cir. Let. 225-18; reenlisted Regular Navy June 5, 1919; loss of pay, \$23.96; will also lose \$27 additional if loses permanent appointment; accounts apparently have been checked; has made claim March 29, 1920, and was informed at that time legislation was pending.

**Carroll, David,** No. 1205931, C. B. M., retired. About 30 years' service before retirement; transferred class 1-D August 23, 1918; discharged from N. R. F. May 12, 1919; accordance BuNav. letter of May 7, 1919, which stated Cir. Let. 225-18 gave sufficient authority for discharge and reenlistment; reenlisted Regular Navy May 13, 1919; retired August 9, 1919; loss of pay, \$10.08 (including permanent appointment, \$22-\$30 retired pay); has been checked; has been in bureau regarding matter.

**Ducks, William Joseph,** No. 1308224, C. B. M., retired. About 32 years' service; transferred class 1-D December 17, 1917; discharged from N. R. F. July 7, 1919, accordance BuNav. Cir. Let. 225-18; reenlisted Regular Navy July 8, 1919; retired September 3, 1919; loss of pay, \$13.78 (including pay of C. P. O. permanent appointment, loss retired pay, \$32.83); no claim; pay does not appear to have been adjusted accordance compt. dec. 5-19-19.

**Harris, Edward Simpson,** 1709285, C. G. M., U. S. N., retired. About 32 years' service; transferred class 1-D December 11, 1917; discharged from N. R. F. March 21, 1919, accordance BuNav. Cir. Let. 225-18; reenlisted Regular Navy March 22, 1919; retired July 28, 1919; loss of pay, \$43.78 (including \$22 p. a., loss retired pay, \$32.83); no claim; pay appears not to have been adjusted accordance compt. dec. 5-19-19.

**Johansen, Carl,** 1545914, C. B. M., retired. No claim; about 30 years' service; transferred F. N. R., class 1-D December 17, 1917; discharged F. N. R., class 1-D, by C. O. under Bu. Nav. Cir. Let. 225-18, March 13, 1919; reenlisted Navy March 14, 1919, C. B. M.; retired April 21, 1919, would lose \$41.88 (including p. a. loss retired pay \$33.66; no claim; apparently not checked as yet).

**Johnstone, Frank B.,** 1149325, C. Yeo, U. S. N., (P. A.). About 19 years' service; transferred class 1-C July 1, 1918; discharged from N. R. F. July 22, 1920; Bu. Nav. dispatch 6320-1520; reenlisted regular Navy July 23, 1920; loss on base pay \$5.98; if loses permanent appointment will lose \$27 more; no claim; no record of status of pay accounts.

Kennedy, Patrick, 1021398, C. B. M. About 31 years' service; transferred class 1-D January 22, 1918; discharged from N. R. F. September 2, 1919; accordance Bu. Nav. Let. 3-10, 1919, which states he would be entitled to all benefits; reenlisted regular Navy September 3, 1919; loss of pay \$21.78; if loses permanent appointment will lose \$27 more; no claim; nothing to indicate pay has been checked.

Leahy, Joseph, 1807687, W. T., U. S. N. About 26 years' service; no claim; transferred class 1-D February 16, 1918; discharged from N. R. F. June 25, 1920; upon authorization Bu. Nav.; reenlisted Navy June 26, 1920; was informed at that time of comp. dec. of May 19, 1919; and stated he wished to reenlist anyway; because of B. C. D. in 1912 which broke service only loses \$7 per month base pay.

Lynch, Michael, 1822846, C. Yeo. About 30 years' service; transferred class 1-D June 7, 1918; discharged from Naval Reserve Force August 4, 1920; accordance Bu. Nav. Let. of June 7, 1920, which set forth provisions of comp. dec. of May 19, 1919, and he signed statement to effect that notwithstanding decision he desired discharge; reenlisted regular Navy August 5, 1920; loss of pay \$21.78; if loses permanent appointment will also lose \$27 more; has made application for retirement, which later he requested canceled; it appears that comp. dec. of May 19, 1919, and June —, 1919, were not clearly explained when discharged from N. R. F. and reenlisted; has been in bureau concerning matter.

Murphy, William, 1148986, C. W. T. About 20 years' service; transferred class 1-D September 21, 1920; discharged from N. R. F. October 6, 1920; accordance Bu. Nav. Let. of June 7, 1920, which explained what he would lose by discharge and reenlistment; reenlisted regular Navy October 7, 1920; bureau authorized reenlistment with permanent appointment; loss of pay \$7 (service broken), signed statement that he understood what he would lose when he reenlisted.

O'Connell, Michael M., 1147963, C. W. T. About 26 years' service; transferred class 1-D January 25, 1918; discharged from N. R. F. March 24, 1920, under Bu. Nav. letter 225-18, after having been informed by this bureau as to comp. dec.; reenlisted Regular Navy March 25, 1920; loss of pay, \$14.11; also if loses permanent appointment, \$27; no record of present rate of pay.

Peterson, Henry Nicholas, 1529360, C. G. M., U. S. N., 1. About 24 years' service; transferred class 1-D January 23, 1917; discharged from N. R. F. May 28, 1919, accordance Bu. Nav. letter, April 16, 1919; reenlisted Regular Navy May 28, 1919; loss of pay, \$10.30 (had broken service, also if not considered under permanent appointment, would lose \$27 more). No record as to status of accounts. No claim, but has requested transfer to class 1-D again.

Phelan, Daniel, 1530885, C. W. T., retired. About 32 years' service; transferred class 1-D January 9, 1918; discharged from N. R. F. January 10, 1919, accordance Bu. Nav. letter of December 21, 1918, which stated that C. S. and citizenship pay would be the same on reenlistment as he was receiving when transferred to N. R. N.; reenlisted Regular Navy January 11, 1919, retired March 15, 1919; loss of pay, \$42.58 (including \$22 p. a.); loss retired pay, \$31.93; no claim; accounts do not appear to have been checked.

Rothlaneder, Otto, 1843614, C. B. M., U. S. N. About 24 years' service; transferred class 1-D March 5, 1917; discharged from N. R. F. February 5, 1919, authorized by Bu. Nav., November 22, 1918, at which time he was informed he would lose no pay on reenlisting in Navy; reenlisted Regular Navy February 6, 1919, authorized; loss of pay, \$16.58; if loses permanent appointment, \$27 additional; has made several claims and has called in bureau personally; has been checked.

Rumler, Christian, 1347794, G. M., 1c. About 20 years' service; transferred class 1-C December 15, 1916; discharged from N. R. F. August 24, 1920, accordance Bu. Nav. letter August 23, 1920, which informed him he would lose benefits; reenlisted Regular Navy August 24, 1920; loss of pay, \$5.98.

Stackeman, John, 1937603, C. C. M., retired. About 31 years' service; no claim; transferred class 1-D October 7, 1918; discharged from N. R. N., class 1-D, May 15, 1919, accordance Bu. Nav. Cir. Let. 225-18; reenlisted Regular Navy May 16, 1919; retired September 9, 1919; losses of pay, \$41.58, including pay as C. P. O.; permanent loss on retired pay, \$31.18; difference in pay has been adjusted according to service record at time of discharge accord. compt. dec.

Tall, Joseph, 1034526, C. M. A. A. About 30 years' service; transferred class 1-D November 14, 1916; discharged from N. R. F. May 5, 1919 (no authority shown in jacket); reenlisted Regular Navy May 6, 1919; loss on pay, \$21.78; would also lose \$27 if loses permanent appointment; no claim; no record as to whether checked.

Trail, Andrew Thompson, 1045865, C. M. M. About 17 years' service; transferred class 1-C June 19, 1920; discharged from N. R. F. November 29, 1920; no authority; reenlisted Regular Navy December 13, 1920; loss of pay, \$4.49; permanent appointment \$27; no claim.

Vanek, James, 1339490, C. B. M., U. S. N. About 21 years' service; transferred class 1-C January 5, 1917; discharged from N. R. F. July 25, 1919, special order

Unav., dispatch 16124; reenlisted Regular Navy July 26, 1919; loss of pay, \$5.98; would also lose permanent appointment pay amounting to \$27; no claim; no record as to adjustment of accounts.

Walters, Christian P., 1628094, C. B. M., U. S. N. About 28 years' service; no claim; transferred class 1-D February 20, 1918; discharged from N. R. F., class 1-D, June 23, 1919, in accordance Unav., letters May 8, 1919, and May 27, 1919; reenlisted Navy June 28, 1919; loss of pay, \$20.80; no claim; no indication as to whether he is receiving pay accordance comptroller's decision; would lose \$27 if loses permanent appointment.

The CHAIRMAN. Let me illustrate what you are driving at. John Smith was a mate in the regular service at the outbreak of the war—

Capt. WILLIAMS. Let us say boatswain's mate.

The CHAIRMAN. All right, boatswain's mate; he was transferred to the Naval Reserve and commissioned, transferred because of his efficiency as a boatswain. Now, then, he must go back into the non-commissioned rank. When he goes back into the noncommissioned rank he loses the place that he held—when he is transferred back to the regular service he loses the place that he held when he was in the regular service?

Capt. WILLIAMS. Exactly.

The CHAIRMAN. And also the continuity of his service is broken so that he loses the advantage of continuity. Now, this bill is to remedy those two disadvantages to him?

Capt. WILLIAMS. Yes, sir; this question is a question which has been up ever since the armistice, and it has been more or less a question, we have felt, that the good faith of the Government was involved in restoring these men after making them officers, to put them back in their enlisted rank where they were when they were selected up. The question has been pushed aside by perhaps more important things, but it has been brought up frequently for consideration in all personnel matters that have happened since the armistice.

Mr. PADGETT. Does it do anything else except what you have stated?

Capt. WILLIAMS. No, sir.

Mr. PADGETT. Then I am in favor of it.

The CHAIRMAN. When you transfer this boatswain's mate back to the regular service after the expiration of the war and he was enabled to be transferred to the place that he had, where would he go. Would he still be in the service?

Capt. WILLIAMS. Under the comptroller's decision he would have no more rights than the man who entered as a first enlistment from civil life who had never seen any naval service before. That, of course, applies—

The CHAIRMAN. As I understand, he would have the same status as a man with a first enlistment.

Capt. WILLIAMS. First enlistment.

The CHAIRMAN. Although he may have been in the service a good many years.

Capt. WILLIAMS. He may have been in the service 16 or 20 years; and that is equally true of the reserves.

Mr. PADGETT. A man ought not to be penalized for efficiency and good service.

Commander STAPLER. That is so.

(Thereupon, the committee proceeded to the consideration of other business.)



[No. 74.]

**Naval Reserve Force Administration;  
Subsistence for Naval Reservists;  
Disposition of Withheld Retainer Pay.**

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ring on the Bill (H. R. 5895) "To Increase the Efficiency and  
vide for the Proper Organization and Administration of the  
al Reserve Force."

Before the

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, June 8, 1921.**

committee being in session, Hon. Thomas S. Butler, chairman,  
ng, took up for consideration the bill H. R. 5895, which is as  
:

To increase the efficiency and provide for the proper organization and administration of the  
Naval Reserve Force.

*acted by the Senate and House of Representatives of the United States of America  
reas assembled, That hereafter officers of the Navy and Naval Reserve Force  
under orders on duty connected with organizing and administering the Naval  
Force shall receive actual and necessary expenses in lieu of mileage, which  
shall be defrayed from the annual appropriation for the Naval Reserve Force.  
2. That hereafter members of the Naval Reserve Force, including officers,  
form active service for periods of less than 15 days on board vessel assigned  
purpose of training the Naval Reserve Force shall be entitled to subsistence  
ration thereof at the value of the Navy ration for each day's active service  
month.*

3. That retainer pay withheld and credited to the appropriation for organizing  
unitizing the Naval Reserve Force, as required by section 9 of the act ap-  
line 4, 1920 (41 Stat., p. 837), shall be available for the purposes provided by  
until the end of the fiscal year next following that in which it is withheld  
fitted.

ments of **CAPT. PHILIP WILLIAMS**, Assistant Chief, Bureau  
avigation, accompanied by **COMMANDER JOHN STAPLER**.

**CHAIRMAN.** Capt. Williams, if you will turn to H. R. 5895, we  
ke up that bill.

**BRITTEN.** I just glanced at the first paragraph of this bill.  
t that stricken from the first annual naval appropriation bill  
oint of order in the last Congress?

**WILLIAMS.** I know that it has been introduced and spoken  
re, but I don't think it was on the appropriation bill.

**BRITTEN.** And wasn't this the language that was in the  
riation bill last year?

Capt. WILLIAMS. Just about.

Mr. BRITTEN. That was taken out of the bill on a point of order.

Capt. WILLIAMS. I would like to compare it. I think the members of the committee are familiar with the subject. We have had it up before.

The idea is that with the regular service a great deal of business is done by correspondence—by mail, by letters. That method of doing business has not proved as satisfactory in handling Reserve organizations as that of conversational and verbal arrangements and meeting face to face, and making explanations to large groups of men instead of writing them circular letters. In other words, cutting down paper work to a certain extent. It has another phase in that it tends to carry out a most desirable end, which is the decentralization of this business. The paper work tends to centralize in Washington; and if you will give us permission to send these people around and talk business face to face, we can remove a lot of this stuff away from Washington which tends to come here and become concentrated. That is the reason for asking for the first provision of this bill.

Mr. PADGETT. In that first paragraph you say that he shall receive actual necessary expenses in lieu of mileage. Do they get mileage now?

Capt. WILLIAMS. The only way we can handle it now, if we want to send a regular officer to talk to the reserves of any district, we have got to order him there, and he receives mileage.

Mr. MCCLINTIC. Doesn't he receive so much for subsistence, also mileage and subsistence?

Capt. WILLIAMS. Mileage only, as a rule; 8 cents a mile.

Mr. MCCLINTIC. What rates do the railroads give to the Navy?

Capt. WILLIAMS. They give us nothing.

Mr. PADGETT. You get certain rates from these transcontinental lines?

Capt. WILLIAMS. We get certain rates from the land-grant railroads; but if you get those rates as it practically works out, it practically amounts to nothing except an unusual allowance for extra baggage, and things of that sort. It amounts to considerable in freight shipments.

Mr. PADGETT. Under the existing law can you send a Naval Reserve officer, or do you get that authority here—to send a Naval Reserve officer to do that duty?

Capt. WILLIAMS. We need that authority.

Mr. PADGETT. You have got it as to a naval officer, but you haven't got it as to a Naval Reserve officer?

Capt. WILLIAMS. We haven't got it as to a Naval Reserve officer.

Mr. MCCLINTIC. In view of the fact that the railroads are going to reduce their rates on the first of next month, or right soon, as goes the information that has come to various Members, is it necessary to change this or the present provision of the law in order to give these officers an increased amount to take care of their traveling expenses?

Capt. WILLIAMS. It is rather a long subject to go into. The idea is to give them nothing whatsoever except what they spend out of their pockets. When it comes to mileage, if a man makes a short trip and he gets a certain number of cents per mile, he has to pay for a hotel at the other end and return, he may or may not come out even. In ninety-nine cases out of one hundred he does not.



Mr. McCLINTIC. We will take a case, for instance, where the officer is a thousand miles; it will cost him about \$30 for railroad fare and will have about \$50 left to pay for his sleeper and meals and other dentals. If this bill is enacted into law, there is nothing to keep a man going to New York from stopping at the Waldorf-Astoria—

Capt. WILLIAMS. No; the amount that he may spend for a hotel for a day, the amount of tips that he may give a sleeping-car porter is specified and regulated, and he may not exceed it. If he exceeds that—that is to say, if he went to the Waldorf in New York and hired a very expensive room—he would be checked the difference between that and the amount allowed.

Mr. McCLINTIC. Suppose he would say, "I could not get a room at another hotel," according to this section he has got a right to collect every dime of legitimate expenses he expends?

Mr. BRITTEN. Here is what this paragraph aims to do, I think, Mr. McCLINTIC. It aims to provide traveling expenses for officers in the Naval Reserve Force for which you now have no appropriation and authority, doesn't it?

Capt. WILLIAMS. That is true. For example, we have meetings of the Naval Reserve Force, officers who must get together to standardize their work. Under this arrangement we could see that their expenses—

Mr. BRITTEN. Under existing law you can pay their expenses?

Capt. WILLIAMS. We have paid some of them. I don't know exactly how.

Mr. BRITTEN. You can't pay their expenses under existing law. The language here would enable you to pay it.

Capt. WILLIAMS. Enable us to pay it?

Mr. BRITTEN. I question whether we want to authorize the payment of expenses for Naval Reserve officers.

Capt. WILLIAMS. That is rather a minor object. The principal object Mr. Britten is this: For example, our Reserve officers, men who study this thing, are in Washington. In order to talk to the Reserves of Chicago for example—

Mr. BRITTEN (interposing). You say "our officers." You mean officers in the Regular Service, do you not?

Capt. WILLIAMS. Yes. In order for them to talk to the Reserves in a Chicago district, it is necessary for them to go out and travel quite a good deal. By so doing they can save the Government a great amount of money in misunderstanding, in discontent, and in coordinating the activities. We have found that that is the best way to deal with the Reserves.

Mr. BRITTEN. Why not leave that language there and merely say that hereafter "officers of the Navy traveling under orders on duty connected with organizing and administering the Naval Reserve Force shall receive actual and necessary expenses in lieu of mileage." That would permit Capt. Evers, the naval officer at Chicago, for whom I have a very high regard, to travel all over Illinois and Michigan in matters of interest to the Reserve Force, wouldn't it? It would provide for a man in Duluth, a man in San Francisco, a man in New Orleans. We have talked about this on two or three occasions, and there should not be any authority for Reserve officers traveling on Reserve expense.

Capt. WILLIAMS. I may say I do not like to see them when they come to these Reserve meetings full of enthusiasm forced to pay their own expenses.

Mr. BRITTEN. In many instances I can see where many of these officers well loaded with enthusiasm and doing a great service for the Navy might travel at Government expense to right good advantage of the Navy, and I can see also where it might be seriously abused. I believe in your suggestion where officers of the Navy on duty may be allowed their necessary traveling expenses.

Capt. WILLIAMS. Your idea was to protect the mileage proposition.

Mr. HICKS. Let me give you this illustration. Suppose a Naval Reserve officer who wanted to go somewhere to look after certain matters. What enables him to protect his actions? Can he go on this trip without your authority under this section?

Capt. WILLIAMS. He can go anywhere he wishes to as long as he keeps his address on file.

Mr. HICKS. "Under orders"—what orders are those?

Mr. PADGETT. What the Captain means is this: If he wants to make a personal trip up there he can go like any other citizen and he will have to pay his own expenses.

Mr. HICKS. I know, but it says "under orders." Take a Naval Reserve officer, where does he get his orders?

Capt. WILLIAMS. From the district, or he gets his orders from the department. He gets his orders from his superior like an officer of the Regular Navy Department.

Mr. HICKS. Then he can't, as Mr. Britten suggests, go here and there, without orders?

Capt. WILLIAMS. Oh; no, sir.

Mr. HICKS. I can't see how it would be abused unless you give him orders to do so.

Mr. BRITTEN. Suppose it would permit a Naval Reserve officer in a station at San Francisco, traveling about over California in looking after small contingents of Reserve Force men. He might pick up two or three in Vizalia, he might pick up two or three at Pasadena, and ten or fifteen at San Diego. He might spend two or three months up and down the coast of California at Government expense in looking about Naval Reserve Force men.

Mr. PADGETT. That would be recruiting.

Mr. SWING. I could see where that might be very commendable. It would be organizing a company of Reserves, in a certain way.

The CHAIRMAN. We have our recruiting force and we have our Reserves.

Capt. WILLIAMS. If he would do that he would do it at his own expense unless he had orders to do it—unless he had orders from the department or somebody authorized to give him orders. Otherwise, he would have to pay his own expenses even under this bill.

Mr. BRITTEN. Tell us a typical case where you might order a Naval Reserve Force officer to travel at Government expense.

Capt. WILLIAMS. Suppose we had a question, as we had the other day, of reenrollment and the handling of many, many official papers by these men in the Reserve who were perhaps not very expert at it; and in one district I remember they designed a system whereby it could be very efficiently and expeditiously accomplished without the loss which was caused by the delay in discharge of some of them.

his system required explanation in order that the men charged with the same work in the other districts might understand this way of doing it and undertake the work in accordance with those plans. At that time it seemed very desirable to get together at some central point an officer or representative of each one of these districts, Reserve officer representative of those activities among the Reserves. Now, if we were dealing with people who are accustomed to official correspondence, we probably would write letters, etc., and get the same results, eventually, but delays and complications and such it seems to me are better avoided by getting these things under way.

Mr. BRITTEN. Where did this system originate?

Capt. WILLIAMS. The system originated I think in New York.

Mr. BRITTEN. Then your idea would be to have a Naval Reserve officer from San Francisco, one from New Orleans, one from Chicago, and one from Boston and various other districts meet in New York and learn this paper system?

Capt. WILLIAMS. Perhaps so.

Mr. BRITTEN. What other typical case do you have?

Capt. WILLIAMS. Well, there was a case of the adjustment of some of the enlisted ratings and the proportions that they wanted in different organizations. In fact, when you ask me for another case, Mr. Britten, I think practically of the general idea of coordination among these people. Now, these officers, of course, are not all of the same—it is not a homogeneous body. There are some that are natural leaders and some that are not, and when you get the leaders together, you accomplish much more with a body of men of that sort than you do if you try to deal with the individuals, and if you gave us permission to get these men together occasionally I am sure that we would not order anybody from San Francisco.

Mr. BRITTEN. How would you communicate this paper system to the San Francisco men.

Capt. WILLIAMS. Well, we would strive to find some other way to do it.

Mr. BRITTEN. You would do it by mail, wouldn't you?

Capt. WILLIAMS. Perhaps. We had in view, I think, that same problem at the time the accidental fact that one of the officers in connection with the Reserve division was on his way to San Francisco, and I think it was contemplated that he would carry that system out and give the information to those people. But I don't think it is so much a question of the long trips as it is a question of the Reserves getting together and the Regulars getting to the Reserve officers instead of doing so much paper work.

Mr. PADGETT. I want to ask him a question with reference to section 2. Under existing law they have to serve for 15 days in order to be entitled to subsistence or commutation, do they not?

Capt. WILLIAMS. Yes, sir.

Mr. PADGETT. If they serve for 15 days under the existing law they get the pay, don't they, of their rank?

Capt. WILLIAMS. Yes, sir.

Mr. PADGETT. Now, then, the last part of it on page 2, "and such active service for periods of less than 15 days for maintaining efficiency hereby authorized"—that would provide, coupled with the existing law, for the payment for service for less than 15 days. Do you think is a good practice to authorize an officer to go in for a day and get

pay for that and then go on for another day or two and get paid that, and split it all up into little periods that way, run along time to time?

Capt. WILLIAMS. No, sir.

Mr. PADGETT. This seems to authorize it by authorizing periods less than 15 days for maintaining efficiency coupled with existing law above 15-day periods. It would allow a man to be detailed two or three days' work—

Mr. O'CONNOR. May I inquire, Mr. Padgett, if the pay you are talking of is in addition to the regular pay?

Mr. PADGETT. No, the officers do not get regular pay. It is called retainer pay, and then when they get into active duty they get the regular pay of that rank in the Regular Navy.

Mr. O'CONNOR. The pay that they receive ordinarily is retainer pay and that is nominal?

Mr. PADGETT. The pay they receive ordinarily as retainer pay is nominal, and where one is on active duty it is at that rate of pay that rank in the Regular Navy.

Capt. WILLIAMS. This only refers to subsistence.

Mr. PADGETT. It is broader than that when you come to an interpretation. It says here "for the purpose of training the Naval Reserve Force shall be entitled to subsistence or commutation of pay of at the value of the Navy ration for each day's active service performed" and there is a semicolon which separates it, and then it says "and such active service for periods of less than 15 days for maintaining efficiency is hereby authorized". Now, the law as it authorizes these periods limits it to not less than 15 days. If it would have the effect, it seems to me, of amending the existing law and authorizing, it seems to me, fixing it at less than 15 days or less than 15 days. Under the present law he can not get active duty unless he serves 15 days, but under this amendment he could have it seems to me that we authorize periods of service less than 15 days which would be an amendment.

Mr. HICKS. Now, I want to ask the captain right along that if I may—

Mr. BRITTEN (interposing). Let the captain answer that question. Do you interpret that language the same as Mr. Padgett does?

Capt. WILLIAMS. I quite agree with Mr. Padgett's argument. If it was not capable of that construction to me. If it is capable of that construction it should be stricken out.

Mr. BRITTEN. What was the purpose of that language?

Capt. WILLIAMS. To cover subsistence.

Mr. BRITTEN. What was the purpose of that succeeding language after subsistence?

Capt. WILLIAMS. That a period of less than 15 days' training is authorized. That it would not carry pay; that it would only carry subsistence. Under present conditions it would not carry subsistence.

Mr. HICKS. Why not cut that out?

Capt. WILLIAMS. I would cut that out.

Mr. O'CONNOR. What are the objections to paying a man for the service which he performs?

Mr. PADGETT. It is not that; it is broader than that. My idea is that it is not a good policy to establish that you can send a man

day to do one day's work, and he can send in a bill, and then send him out another day to do another day's work over there, or two days over yonder. It ought to be enough and long enough to stand out as a distinctive period of service.

(Thereupon, at 12.04 p. m., the committee adjourned until Thursday morning, June 9, at 10.30 a. m.)

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THURSDAY, JUNE 9, 1921.

The committee being in session this day, Hon. Thomas S. Butler (chairman) presiding, resumed its consideration of the bill H. R. 5895.

The CHAIRMAN. I think when we adjourned yesterday Capt. Williams had about finished with H. R. 5895.

Statements of Rear Admiral THOMAS WASHINGTON, Chief of Bureau of Navigation; accompanied by Capt. H. J. ZIEGEMEIER and Commander JOHN STAPLER.

Mr. BRITTEN. Capt. Williams had been referring to certain objections.

Capt. ZIEGEMEIER. Mr. Chairman, that part—section 1—is covered in the naval appropriation bill as passed by the Senate committee. It simply says that the money which is appropriated for organization and administration, etc., of the reserve forces may also be used for paying expenses of travel of officers. In other words, that money is available. That \$50,000 was appropriated last year and the presumption holds, of course, that that money can only be used for the specific purpose for which it is appropriated. The reserve force oftentimes finds it necessary to have somebody in some of the districts go maybe 100 miles and back and we want to pay their expenses; if the appropriation is worded to include this, we can do that without putting them on duty.

Mr. PADGETT. With the Senate amendments, you do not need this.

Capt. ZIEGEMEIER. No, sir; we do not need that if that goes.

The CHAIRMAN. What about section 2? That repeals the 15-day limit.

Admiral WASHINGTON. I think that is also in the Senate amendment. This committee, I think, passed on both of these amendments prior to the 4th of March and introduced the bill and agreed to it prior to that.

Mr. PADGETT. What about section 3?

Admiral WASHINGTON. All of these things were passed on by this committee prior to the 4th of March as I recall it.

The CHAIRMAN. The 15-day limit?

Admiral WASHINGTON. I am not positive, but I think it was.

Mr. BRITTEN. Not this one.

Admiral WASHINGTON. Yes, sir.

Mr. BRITTEN. This paragraph we talked about a number of times and have always refused to allow it in the Reserve officers.

Capt. ZIEGEMEIER. Paragraph 1 is not pay of Reserve officers.

Mr. BRITTEN. It is all for the Reserve officers when they travel under orders, and it is pay for officers of the Regular Navy when they

travel under orders in connection with organization of the Reserve Force. Your desire is to take advantage of the appropriation for the Naval Reserve Force to defray travel expenses?

Capt. ZIEGEMEIER. Just the same as is done under recruiting.

Mr. BRITTEN. You can not do that now under the committee decision.

Capt. ZIEGEMEIER. No.

Mr. BRITTEN. So it gives you two appropriations instead of one to draw from.

Capt. ZIEGEMEIER. It is not that alone. Officers on inactive duty performing travel on official duty can not be paid out of any appropriation.

Mr. BRITTEN. It does do that?

Capt. ZIEGEMEIER. It will do that. Instead of paying mileage under the other appropriation officers under this would get mileage expenses only. Section 2 is not in the Senate bill. It is a phraseology for the use of the money in the organization of the Reserve force. There are certain things included in travel of officers. When an officer on inactive duty in the Reserve is requested to go to certain places the Navy can not pay them mileage under the present appropriation without putting them on duty. We do not want to put them on duty. We do not want to put them on active duty. We do not want to pay when we send them from one place to another, but we will pay their traveling expenses.

Admiral WASHINGTON. It is a very valuable thing and assists the work. In order for the Reserve officer to get the mileage to go to the expenses of that duty we assign him to it. We first put him on active duty, and then he gets active-duty pay at his rank and in addition he gets mileage. This is to obviate the necessity of placing him on active duty and saves the active-duty pay which would be considerably greater than the mileage expenses.

Mr. BRITTEN. Nearly everybody on the committee is in favor of sections 2 and 3 of the bill.

Mr. SWING. Section 2, at the top of page 2, after the semi-colon strike out.

Admiral WASHINGTON. Yes, sir; I understand that might be construed to grant pay for the period of 15 days and that was not the intention.

Mr. BRITTEN. This is section 3.

The CHAIRMAN. Go back to paragraph 1, to which you have been directing the attention of these witnesses. Can you tell me how much money you are expending now for the pay of officers on the Reserve list for traveling expenses on active service?

Capt. ZIEGEMEIER. That comes out of the regular appropriation for the whole Navy. We have not spent any money for traveling of Reserve officers in connection with organization of the Naval Reserve Force.

The CHAIRMAN. It is shown somewhere.

Capt. ZIEGEMEIER. They have got to be on the active list.

Admiral WASHINGTON. In order to have them travel we have to put them first on active duty.

Mr. SWING. And give them active pay.

Admiral WASHINGTON. That is what we want to avoid, putting them on active duty, and thereby save to the Government the salaries for that time.

fr. SWING. That would be a saving?

Admiral WASHINGTON. Yes, sir; and that is in general satisfactory to the Reserve officers. They only wish in most cases to have their expenses paid when on this duty.

The CHAIRMAN. Can you give us the information later as to how much money is expended each year, or how much money was expended last year, for the pay of Reserve officers called into active service for the purpose indicated in this paragraph, traveling expenses while on active service, so that we will know about how much money is taken from the fund; and then can you make also an estimate on what it costs the Government provided we adopt the paragraph here just as it is written. There is no limit on that at all here.

Capt. ZIEGEMEIER. There is a limit on the appropriation. No money was spent during this year in that way, as all travel was without orders and officers paid their own expenses. If adopted it will cost the Government about \$5,000 per year and this comes out of the regular appropriation "Organizing Naval Reserve Force," simply adds one more item for which this money may be used.

The CHAIRMAN. I know there is a limit on the appropriation; there is a law, and you will come back with a deficiency.

Capt. ZIEGEMEIER. There is only \$50,000, which was appropriated by Congress, and it has to come out of that. We are allowed to expend \$50,000 for organization of the Reserve forces, rent of armories, etc. I want simply to put this other item in and let that come out of this appropriation. We are not going to spend any more money.

The CHAIRMAN. I would like to have some idea of what these measures will cost us.

Admiral WASHINGTON. It will cost less than it does now, because in order to use these officers we have first to put them on active duty, I have no doubt but what the active duty pay they draw during the time they are on this duty is greater than would be their travel expenses. It does not seem right to have those officers pay the expense of their own railroad and hotel bills when we ask them to go and assist in the inspection of the armories and similar work.

The CHAIRMAN. Have we not enough officers in the regular service to perform that duty?

Admiral WASHINGTON. No, sir; and, furthermore, it would be well to keep the Reserve officers for that class of work and duty and thereby keep them in touch with their own force and with the Navy generally.

fr. BRITTEN. Your suggestion is that it will be cheaper to follow the form of this paragraph and pay them their actual and necessary expenses in lieu of mileage?

Admiral WASHINGTON. Yes, sir.

fr. BRITTEN. Instead of taking them into the regular service on active duty?

Admiral WASHINGTON. Yes, sir. Under that he would get 8 cents per mile plus his active duty pay, while under this he would get nothing but his traveling expenses.

fr. HICKS. Do I understand that at the present time, when you send one of these Naval Reserve officers out on duty, you call him back into the service for that particular time, and pay him full pay while on active service, and then place him back in the Reserve force?

Admiral WASHINGTON. Yes, sir. We first put him on active duty, and until he is placed on active duty we have no authority over him at all.

Mr. HICKS. So far as the money that is involved is concerned, it will not cost any more this way?

Admiral WASHINGTON. It will cost less this way.

Mr. MCCLINTIC. If this bill should become a law, and you should call a Reserve officer into the service to perform a certain duty, would he have a right to file a claim for pay covering the period of time that he was taken away from his post?

Admiral WASHINGTON. Yes, sir; he would have the right.

Mr. MCCLINTIC. When you call upon an officer to perform a certain amount of duty, you give him his actual expenses, and after he has performed that duty, would he have the right to file a claim for pay?

Admiral WASHINGTON. No; unless we first put him on active duty, otherwise he does it upon his own request.

Capt. ZIEGEMEIER. He is authorized to do it.

Admiral WASHINGTON. If we place him on active duty, then he is subject to the orders of the Navy Department, but prior to our putting him on active duty we have no authority over him at all.

Capt. ZIEGEMEIER. Under this plan we will authorize him to proceed to a certain place, and if he goes allow him his expenses but no pay.

Mr. MCCLINTIC. Suppose he then informs you that he will not go unless you restore him to active duty?

Admiral WASHINGTON. As I said before, we can place him on active duty, and then we have authority over him.

The CHAIRMAN. I hope you will be able to supply us with the figures that I have asked for.

Admiral WASHINGTON. We will furnish them.

The CHAIRMAN. That is about how much would be required during the present fiscal year, how much was involved in the last fiscal year, and what, in your judgment, would be required for the services of these Reserve officers in the event we should adopt this provision.

Admiral WASHINGTON. We will furnish that.

The CHAIRMAN. Did you say you would place a limitation on this?

Admiral WASHINGTON. The limitation may be not to exceed whatever amount you determine. This is an appropriation of \$50,000.

Capt. ZIEGEMEIER. We are not asking for any increase in the appropriation at all.

Mr. BRITTEN. Capt. Ziegemeier, is it true that if this paragraph were enacted into law you could use up that entire \$50,000 appropriation for the travel pay and expenses of officers in the regular service while going about the country organizing the reserve force? Could you do that if you wanted to?

Capt. ZIEGEMEIER. Yes, sir.

Mr. BRITTEN. It gives that much additional mileage expense money?

Capt. ZIEGEMEIER. Yes, sir; and the way the appropriation now stands we could use it all for "maintenance of armories," or we might use it all for "janitor service," or we might use it all for "wharfage."

Mr. BRITTEN. During the past six or eight months have there been very many orders putting Reserve officers into the Regular Navy or into the regular service?

Capt. ZIEGEMEIER. No, sir; we have had them come to Washington several times, but they paid their own expenses.

Mr. BRITTEN. I know that they are a fine body of men.



t. ZIEGEMEIER. They have paid their own expenses, but we do not want them to do that.

BRITTEN. Approximately, how often have you ordered men into the service?

t. ZIEGEMEIER. We have not done that at all.

BRITTEN. Are you likely to do that if this provision is made?

t. ZIEGEMEIER. No, sir.

BRITTEN. Are you likely to order them in and pay their expenses?

t. ZIEGEMEIER. Yes, sir; we want to do that.

BRITTEN. Will you do that to quite a considerable extent?

t. ZIEGEMEIER. No, sir; very little. That will be mostly in districts, and twice a year we want the officers to come to Washington for conferences.

BRITTEN. Are they likely to use an appreciable part of this appropriation for the traveling expenses of officers of the Army or Navy?

t. ZIEGEMEIER. I do not believe we will use any of it.

STEPHENS. The real object of this is to pay the expenses of the Reserve Force in order to build up and systematize, might say, the Naval Reserve Force organization in different parts of the country?

t. ZIEGEMEIER. Yes, sir.

STEPHENS. The Naval Reserve officer who has plenty of time as an income of his own would be delegated to travel around the country to build up the Naval Reserve organization in this or that State, and in this way he would be given just his expenses?

t. ZIEGEMEIER. That is not quite the idea.

STEPHENS. You could do that?

t. ZIEGEMEIER. That could be done if the appropriations were enough. Our idea is to take places like New York and Albany where we have some Reserves that we have to look after, and would send a man occasionally to inspect part of a district or district. We would send an officer up there to look over them and inspect them. Then, we want to have conferences with them. They are divided up into units, with commanding officers of the units, as for instance, at New York, Brooklyn, Rochester, Albany. Perhaps the commandant of that district would like to have the leading man from each of those places to meet with the commandant. He might want to get them together and talk things over, and systematize the work and have it handled in the same way in each place. Now, he would not like to ask one from each place to come down and pay his own expenses.

STEPHENS. For instance, we have a Naval Reserve organization in Cincinnati, as well as at other places out there.

t. ZIEGEMEIER. Yes, sir.

STEPHENS. This would help to build up the Naval Reserve organization in Cincinnati by having an officer to visit them there and help them to organize.

t. ZIEGEMEIER. Yes, sir. Of course, we would have to be provided altogether by how much funds we would have and could devote for this purpose.

Mr. HICKS. I understood you to say that up to the present time you have ordered back into active service a comparatively few of these officers, if any of them.

Capt. ZIEGEMEIER. We have not ordered any back for the purpose of making inspections.

Admiral WASHINGTON. The appropriation "Pay of the Navy" has been too low for one thing.

Mr. HICKS. Now, if the law permits you to pay their expenses, is there any especially cumbersome method involved that would prevent you from taking men from the Naval Reserves into the Navy?

Capt. ZIEGEMEIER. Nothing except that the pay of the Navy is so low that we can not do it.

Mr. HICKS. You say that it will not cost much.

Capt. ZIEGEMEIER. That provision should save money.

Mr. HICKS. It will save a comparatively small amount of money.

Mr. STEPHENS. It saves the pay of the officers.

The CHAIRMAN. Let us see where we are: What is the annual appropriation made for such purposes?

Mr. BRITTEN. For Reserve officers?

The CHAIRMAN. Admiral Washington will tell us how much money has been expended out of that fund. You are entitled to pay them 8 cents per mile.

Capt. ZIEGEMEIER. Not out of this fund.

Admiral WASHINGTON. The mileage comes out of "Pay, miscellaneous," which is another fund. We pay the officers on active duty—

The CHAIRMAN (interposing). It comes out of what fund? When you order a Reserve officer here to Washington, you pay him his mileage?

Admiral WASHINGTON. Yes, sir. The first step there would be to order the officer on active duty, and then he is paid from "Pay of the Navy."

The CHAIRMAN. I understood Capt. Ziegemeier to say that he was ordered into active service.

Capt. ZIEGEMEIER. You were asking what steps would have to be taken if we did it.

Admiral WASHINGTON. At the last conference we had with the Reserve officers, they came from Chicago, Duluth, New York, Boston, and elsewhere, and on two similar occasions they paid their own expenses. Of course, there are the railroad fares and hotel bills to be paid. Now, if I had wanted to put them on active duty, it could have been done, but we did not do that.

Capt. ZIEGEMEIER. We have not done that.

Admiral WASHINGTON. We did not do that, and we want to obviate the necessity of doing that by paying their expenses only while on Government duty, so far as it is possible to do so. We have not put them on active duty, because the appropriation "Pay of the Navy" has been overobligated, and we have had to meet this condition to grant discharges to quite a number of men and place a large number of Reserves on active duty in order to reduce the demands and to keep within the appropriation that Congress made.

The CHAIRMAN. You have not paid them anything?

Admiral WASHINGTON. No, sir.

The CHAIRMAN. How will this cost us less, if it has not cost anything at all so far?

Admiral WASHINGTON. It has cost nothing prior to this, because we have simply denied ourselves the advantages that we could have gotten by bringing the officers together for conferences and making them pay their own expenses.

The CHAIRMAN. Under this provision you would have an opportunity to do what you have not done heretofore?

Admiral WASHINGTON. Yes, sir.

Mr. BRITTEN. There is one saving clause in here under which it may cost less. This clause authorizes the Secretary of the Navy to send officers of the Regular Navy on reserve duty, or on duty connected with organizing and administering the Naval Reserve Force, and instead of paying them their mileage, as now provided by law, the department can pay them their actual expenses, and thereby effect a saving. That is one saving feature.

Admiral WASHINGTON. Yes, sir; you do not save so much, but you do save the naval officer the personal expense, because if we send him on a trip that occupies two or three days, for instance, his mileage will not cover his expenses. It will average about the same.

Mr. BRITTEN. Further, this paragraph will permit payment from this \$50,000 appropriation, whereas, otherwise, it would have to come out of the appropriation "Pay of the Navy"?

Admiral WASHINGTON. Yes, sir; and "Pay, miscellaneous."

Mr. BRITTEN. You have other funds to draw from?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. If this plan were adopted, it would come out of the \$50,000, or you are authorized to take it out of that fund?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. Now, then, do you think \$5,000 would cover the amount that would be necessary?

Admiral WASHINGTON. I have not any real knowledge to go upon, but I think that \$5,000 would be sufficient for the purpose we would use it for.

Capt. ZIEGEMEIER. We have too much need for the other money for other purposes to use much of it for traveling expenses.

The CHAIRMAN. Would you be satisfied with a limitation of that amount?

Admiral WASHINGTON. My recollection is that we have one officer, say, at Chicago who would do a good deal of traveling, and we have one, say, at Boston and one at New York. The officer at San Francisco would have nothing practically to do in that way, because his work is in that immediate locality, and there is another officer at Los Angeles who looks after San Diego. The man at Puget Sound has also a small locality to look after. The largest item of traveling would be in calling them to Washington about twice a year for conferences to ascertain the wants and the progress of the different organizations. The officer at Chicago might also have to go to St. Louis and elsewhere in that section to inspect places, and the one at Boston would perform similar duty in the neighborhood of Massachusetts Bay, Newport, and elsewhere. Five thousand dollars would probably cover the expenses for this purpose. As it is now, they pay their own expenses, because we have not yet ordered them on active duty.

The CHAIRMAN. If they were ordered on active duty, they would get active pay?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. Otherwise, they would not get active pay?

Admiral WASHINGTON. No, sir; and that is satisfactory to them.

Mr. HICKS. Referring to section 2, how many men in service in the Naval Reserve Force for periods of less than 15 days would desire to come back for 10 days or two weeks' service?

Admiral WASHINGTON. Take, for instance, the reserves of this district. They might get off every Friday or Saturday afternoon and spend until Monday or Tuesday, or three or four days, in the service. They do that very frequently at New York, Philadelphia, and Boston during the summer months. At the present time, when those officers and men go on those trips, say, for three days, or over Sunday, they pay their own subsistence. They get no pay at all. The man loses his days' work, we will say, at his regular job. He goes out and takes this drilling on Saturday and Sunday, and, in addition to the loss of his pay at his regular job, he pays his own subsistence on board ship.

Mr. HICKS. As a practical seaman, do you think that an experience of that kind of three or four days gives the man a pretty good training?

Admiral WASHINGTON. Yes, sir; I think so. It certainly keeps up his interest, and that is the great factor. They do it voluntarily.

Capt. ZIEGEMEIER. Furthermore, the law requires them to perform 36 drills during the year, and we count that as a part of their drills.

Mr. HICKS. You think that it is desirable to have it this way, so that they can get their subsistence when performing active service for periods of less than 15 days?

Admiral WASHINGTON. Yes, sir; I think it would have the effect of making many more men get the benefit of this training.

Mr. SWING. Admiral, going back to the first section, it seems to me that the question at issue is deeper probably than the discussion that has gone on here has indicated. I refer to the relative value of the Naval Reserve Force, and to the question of whether it has really been an effective naval support. Can you estimate the relative value as a fighting force of the Naval Reserve to the men in the Navy on active duty? For instance, there is an issue on between the Senate and the House as between a force of 100,000 men on active duty and 120,000 men on active duty; and then there is also an issue as to the \$7,000,000 appropriation provided by the House and the larger sum carried by the Senate for the support of the Reserves.

Admiral WASHINGTON. Yes, sir.

Mr. SWING. Some of us may have to make a choice as between one or the other of those two propositions. Now, is there any ratio, roughly speaking, which you could establish between the fighting effectiveness of the Reserve Force and the active forces?

Admiral WASHINGTON. No, sir; I do not think you could get a ratio of that; but I can say this, that they are necessary to the Navy, and during this last war we could not have successfully gotten along possibly without them. They swelled the Navy. The Navy started out in the war with a maximum of about 82,000 men, and before we had finished the war we had more than 560,000 men. Of this force, more than half were Naval Reserve people. About 320,000 of them

ere Reserves, or 320,000 out of the total of 560,000, which would mean more than 50 per cent. Many of them had had more or less training, while others had had none, but they came in with the right spirit, and in a little while they were in excellent shape. Although they were not competent to do excellently well all of their duties, yet they performed these duties, or such duties as they were assigned, well. Now, with regard to that difference as between \$7,000,000 and \$12,000,000 that you spoke of, that is hardly what you could term a real difference between the House and the Senate. It is due to the fact that the House Appropriations Committee appropriated upon the basis that the Reserve retainer pay would be reduced to one month per year instead of continuing the present pay of two months per year. The bill was therefore written on the basis of one month for all Reserves. The House did not pass the bill reducing the pay, and so when the Senate took it up, the two months' pay provision not having been changed, the Senate made provision for two months' pay as heretofore allowed. That accounts for the difference between the \$7,000,000 and \$12,000,000.

Mr. SWING. You do not feel like giving a statement of the ratio of effectiveness of the reserves as compared with the active men?

Admiral WASHINGTON. I could not.

Mr. SWING. Could you give the ratio as to the cost? Do you know what the cost of an enlisted man of the Navy is as compared with the cost of a man in the Reserve Force?

Admiral WASHINGTON. The average cost of an enlisted man in the Navy at the present time is about \$630 per year.

Mr. SWING. Including pay, clothing, and subsistence?

Admiral WASHINGTON. That covers the pay only.

Mr. BRITTEN. That does not seem right to me. My impression has been that the cost has gone considerably over \$1,000.

Admiral WASHINGTON. If you include subsistence and other matters it is roughly \$1,000.

Mr. BRITTEN. It is probably over \$1,200.

Admiral WASHINGTON. I do not think it will exceed \$1,000. The value of the ration is figured at less than 60 cents, and that is about 18 per month, or \$216 a year. The average pay of the men is about \$630, and that would make about \$846. Now, if you add to that clothing, and as he only gets that once I think you might ignore it, he gets \$100 on that account when he first enlists, he would then cost only about \$1,000 per year.

Mr. BRITTEN. In addition there is the recruiting cost.

Admiral WASHINGTON. If you took that in, it would add largely to the cost; but the appropriation for "Pay of the Navy," on the basis of 100,000 men, was \$72,000,000, and on the basis of 120,000 men it was \$87,000,000. That would make it about \$630 per man on the average.

(Thereupon the committee adjourned.)



[No. 75.]

**COMPUTATION OF LONGEVITY PAY IN CASES OF RETIRED OFFICERS WHO PERFORMED ACTIVE DUTY DURING WAR WITH GERMANY.**

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**A Hearing on the Bill H. R. 5353—**

(Later amended, reintroduced, and reported as H. R. 6993)

**To Correct the Status of Certain Enlisted Men of the Navy and Naval Reserve Force, and for Other Purposes."**

**Before the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Thursday, June 9, 1921.**

The committee met this day at 10.30 o'clock a. m., Hon. Thomas S. Butler, (chairman) presiding.

The CHAIRMAN. The committee will come to order. Mr. Begg has introduced a bill, H. R. 6553, which was referred to the committee, and on which we have a favorable reply from the Secretary of the Navy.

**Statement of HON. JAMES T. BEGG, a Representative in Congress from the State of Ohio.**

Mr. BEGG. Mr. Chairman, and gentlemen of the committee, I realized that when I introduced this bill it was rather a special than a general piece of legislation. I do not mind saying that in my judgment there are not always valid excuses for this type of bill. In fact, the only excuse that I can find in my mind for the introduction of it or the support of a bill of this kind is that really an injustice is done, or an apparent injustice is done, to a class of people when such injustice was not intended by the legislative body.

There is only one point at issue, it seems to me, to present to this committee. This resolution that I have introduced has to do with computing the active service done after the retirement, in ascertaining how much retirement pay to which the officer is entitled. I mean by that after an officer has been retired, if an emergency arises, as did arise, and he is then called back into active service, it seems to me that if you give to one of that class of men credit for that active service, it is only justice to give it to all, and I believe that was the intent of Congress when they legislated in the naval appropriation bill of July, 1918, but, unfortunately, the Comptroller of the Treasury has ruled that only such officers as were promoted have the right to count that active service in computing their retirement pay. Unfortunately, again, the law was interpreted or actually

said, I can not state definitely, this morning that a retired lieutenant commander could not receive a promotion; consequently, if the man was retired from the service as a lieutenant commander he gets no credit for service that he put in during the war in computing his pay, while if he was retired below the rank of lieutenant commander he can compute his service.

Now, if I can be concrete with the committee, here are two men. A is a retired naval officer under the rank of lieutenant commander, and B is a retired officer with the rank of lieutenant commander. The war broke out and they were both called back into active service and both served with distinction and credit to their country, but B was prevented by legislation from promotion because he was already lieutenant commander. A had rank under lieutenant commander, and in the stress and demand for officers he probably was promoted to the rank of lieutenant commander or better and receives rank with pay on the retired list higher than the man who put in his time in service and was retired with the rank of lieutenant commander, but inactive service can not get promotion beyond that. That to me is an apparent injustice that I am trying to correct and remedy. Supporting that contention, I want to say that the Judge Advocate General ruled that even though a man were a lieutenant commander and did not get a promotion he had the right to count his active service in his computing of retired pay. The Comptroller of the Treasury ruled otherwise. A number of gentlemen—and I will file a couple of letters with the committee—a number of gentlemen presented their claims to the Court of Claims and in each instance I think, the Court of Claims substantiated the finding and authorized the payments, but the comptroller held it up. All I am trying to do in this resolution is to rectify the ruling of the Comptroller of the Treasury and make it in accordance with the men who were retired under the rank of lieutenant commander and are therefore entitled to compute their active service in computing their retired pay.

**Mr. PADGETT.** May I ask about the language of the proposed bill?

**Mr. BEGG.** Yes, sir.

**Mr. PADGETT.** It says here that all retired commissioned and warrant officers of the United States Navy and Marine Corps who have been called to active service in the Navy and Marine Corps of the United States during the war with Germany shall be credited with all active duty performed since retirement. Now, then, the "war with Germany" defines the men that would get it. Before they would get retired pay they would add their active service to their longevity, whether it was rendered during the war or before the war or since the war. Do you not think that that language should be made so that they would be credited by the active service they rendered during the war?

**The CHAIRMAN.** During the war period only.

**Mr. PADGETT.** And not for any service prior to the war. A great many of the retired officers who were called into active service and rendered active service during the war, and who would be covered by this description that you have here, at their own request came in and rendered active service in time of peace. I do not think there is any intention to credit them with the service that they rendered prior to the war in time of peace with computing their longevity pay when it was done at their request and for their benefit.



CHAIRMAN. I think Mr. Begg is speaking of the period during the war, and asks for their pay to be increased in that period of active service.

You are only referring to the war period.

BEGG. That is the particular point at issue, but I am frank to say personally if we are going to have retirement pay for active service, I would give all the men credit, if I gave anybody credit for service for retirement, I personally would give it to all of them, and am not arguing the proposition at all; I am only presenting an argument from the standpoint of the men who were called into active service to meet the emergency; I think they are entitled to just the same credit as the man who is drafted or volunteers, so far as that is concerned. However, on the language, I am perfectly willing to refer the matter to the committee. I am not speaking for them at all, but personally I would include all the men who were called into service.

CHAIRMAN. I am bearing in mind what you said to us very clearly when you opened your remarks. You referred to men having been called back to active service during the war.

BEGG. That is what I am interested in.

CHAIRMAN. They are the people you had in mind?

BEGG. They were the people I intended to cover. Here is the question. I am perfectly willing to submit to any corrections to the bill as specific if the committee determines.

PADGETT. To get a clear understanding of the situation, upon some years ago there was no limitation on the calling back to active duty of retired officers, and we found, through the complaints of active officers that came before our committee some years ago, that retired officers were getting, through political influence otherwise, all the desirable billets in Washington and on shore, and when the active officers came back from sea duty they found places filled with retired officers.

CHAIRMAN. Drawing active pay?

PADGETT. Drawing the full active-duty pay.

BEGG. I had no thought of that kind. In fact, I would be glad to have that.

PADGETT. They asked for legislation to remedy that, and for the purpose we enacted legislation which is in force, which was enacted during the war and is in force in time of peace, that an active officer shall be limited to a pay not exceeding that of a lieutenant commander on the active list—that the active pay would not exceed the pay of a lieutenant commander. That was enacted at the request of the urgent solicitation of the active officers themselves. But we have it worded here—

BEGG. I did not mean that.

PADGETT. So that the language should be modified to credit the active service that they rendered in the war and not the active service they rendered in time of peace.

HICKS. Would you like to continue your testimony?

BEGG. I simply want to restate the issue. I know men personally who were retired with decidedly higher rank. Take A and B. B retired he had higher rank and higher pay, and, of course, a higher active pay, than A had, and under this law and the ruling made by the Comptroller of the Treasury A is now getting a greater amount of active pay than B with a superior rank. That is not only an inequity in dollars; in fact, I do not think the specific case I know

about cares anything about the dollars—it is the pride. I think that is the big item.

With the permission of the chairman, I will leave these three letters with the absolute understanding that you need not incorporate them unless you see that the matter in them is worth while. They are simply recommendations of Samuel McGowan and John J. Kelly.

Mr. HICKS. They will probably be valuable and we will put them in the record.

(The letters referred to are as follows:)

NAVY DEPARTMENT,  
BUREAU OF SUPPLIES AND ACCOUNTS,  
Washington, D. C., September 8, 1919.

To: Lieut. Commander A. C. Wilhelm, United States Navy, retired, 804 Sycamore Street, Sandusky, Ohio.

Subject: Longevity pay.

Reference: Your letter dated September 2, 1919.

Under the construction at present placed upon the laws affecting the pay of retired officers by the Comptroller of the Treasury, officers who while on active duty on the retired list have been given permanent promotions on that list, are entitled to count all active service since retirement in computing longevity pay while all other officers may include only service prior to retirement. As you did not receive a permanent promotion while on active service, you are entitled to longevity pay only for service rendered prior to the date of your retirement.

SAMUEL MCGOWAN.

DEPARTMENT OF THE NAVY,  
OFFICE OF THE JUDGE ADVOCATE GENERAL,  
Washington, September 16, 1919.

Lieut. Commander A. C. WILHELM,  
*United States Navy, retired, 84 Sycamore Line, Sandusky, Ohio.*

DEAR SIR: I have your letter of the 13th instant, relative to your counting active duty since date of retirement in computing service for longevity pay.

➤ You state that the Paymaster General's office advised you that unless you were permanently promoted on the retired list active duty since date of retirement could not be counted in computing longevity pay. This information is correct and is based upon decisions of the Comptroller of the Treasury, which are binding on the disbursing officers of the department. However, this decision is contrary to a decision of the Court of Claims in the case of *Bayley v. United States*, which the comptroller has refused to follow. I am in hopes that when the Court of Claims reconvenes next month that they will render a decision on this question which will straighten the matter out and will give the officers on the retired list the right to count active duty since retirement in computing longevity pay on the retired list, to which this office believes they are entitled. Until the Court of Claims acts nothing can be done in the matter unless you desire to file your claim with the Court of Claims. I would not advise such action at this time, as it may be straightened out, and you will get the difference to which you are entitled without incurring any expense for an attorney.

Very respectfully,

JOHN J. KELLY.

DEPARTMENT OF THE NAVY,  
OFFICE OF THE JUDGE ADVOCATE GENERAL,  
Washington, December 30, 1919.

Lieut. A. C. WILHELM,  
*United States Navy, retired, 804 Sycamore Line, Sandusky, Ohio.*

DEAR SIR: I have your letter of December 13, 1919, relative to longevity pay of retired officers.

In reply I have to advise you that the comptroller has so far refused to follow the Court of Claims in allowing retired officers credit for active service since date of retirement in computing longevity pay. The Court of Claims, however, has rendered

several additional cases of retired officers, but no further opinion has been given by the comptroller.

It is presented as if it would be necessary for retired officers to present their cases to the Court of Claims in order to receive credit for active duty since date of

truly,

JOHN J. KELLY

PERSON. Correcting the matter Mr. Padgett called attention to your idea to fix the date of April 6?

CG. I am perfectly willing, so far as I am concerned, to leave it to the good judgment of the committee. What I want is to cover the emergency.

PERSON. In other words, if we fix the time the officers were called into active service, you would favor the dates of April 6 and November 11?

CG. That covers it unless there were retired men called into active service to meet the emergency after November 11. These men here can answer that.

PADGETT. I do not think it would hardly be fair to cut off the active duty pay on November 11, because after that date very valuable services rendered.

CG. But were men called into active service after November 11? If they were not, then I am satisfied with November 11; if they were called after that the date can be extended.

PADGETT. Your language is here, "called to active service in the Army and Marine Corps of the United States during the war." Many shall be credited with all active duty performed since the beginning of the war in the computation of their longevity pay." Rendered between what dates?

CG. That can be very easily remedied.

PADGETT. Rendered between such dates. Put a limitation on the service rendered and not on the call.

KS. I think that is right. Will you give us your views on this, Admiral Washington?

of REAR ADMIRAL THOMAS WASHINGTON, Chief of the Bureau of Navigation.

WASHINGTON. Yes, sir. I think there is a great deal of merit in the bill. There are very few officers affected by it. In the cases before them, the Bureau of Supplies and Accounts, the cases before them, I found that the number involved was about 30, and the expense to the Government would be about \$4,500 a year for each man, making a total of about \$4,500 a year, which would tend to equalize all of the cases where the individuals feel there has been some discrimination against them in the comptroller's adverse decision.

KS. How much is the total?

WASHINGTON. \$4,500 a year.

KS. How long will it run?

WASHINGTON. It will run, naturally, during the lifetime of the officers.

KS. What would you guess would be the average or the total? Have you any idea?

Admiral WASHINGTON. No, sir; I have no idea of what the final aggregate would be.

Mr. McPHERSON. Figuring it out on the basis of mortality tables?

Mr. HICKS. Somebody might ask what the total cost would be to the United States?

Admiral WASHINGTON. If the average lifetime of these officers was 15 years after this period, it would be about fifteen times that amount, which would be a total of \$67,500.

Mr. HICKS. It would be safe to say it would be under \$75,000?

Admiral WASHINGTON. I think that would be a reasonable estimate.

Mr. McPHERSON. Spread over a period of 15 years?

Admiral WASHINGTON. Yes, sir. Most of those called back to duty were retired for physical defects, and, naturally, in the course of time would not live as long as those retired at their own request and without physical defects.

Mr. HICKS. Do I understand that the Bureau of Navigation approves this bill with the modification suggested?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. I have not understood that you favored counting as a part of the longevity pay the active service that was rendered; the active duty in time of peace before the war.

Admiral WASHINGTON. No, sir; I was in favor of your amendment for the war service.

Mr. PADGETT. That is what I thought.

Admiral WASHINGTON. That would be subsequent to April 6, 1917.

Mr. PADGETT. It could read like it is and add just after the words, "since retirement," the words, "during the war with Germany."

Mr. HICKS. During the period of the war with Germany.

Mr. PADGETT. Yes; since retirement, during the period of the war with Germany, performed since retirement, during the period of the war with Germany.

Mr. SWING. Would it? Is there any agreed definition among any considerable portion of our people as to when the period of the war with Germany ended?

Mr. PADGETT. It will end, I presume, in the next few days.

Mr. SWING. That is what I was going to say. Is that the intention the committee had? I do not think the suggestion first made of November 11 is a good one, because the war went on.

Mr. PADGETT. Right after November 11 there was a great deal of service performed.

Mr. HICKS. Why would not this cover it? During the period of the war with Germany up to July 1, 1921. Would that be too broad?

Mr. SWING. Not at all.

Mr. PADGETT. I am perfectly willing. The only thing I was getting at was, I do not think it is fair or within the spirit of the legislation to credit a man with service that he rendered since retirement in 1910 or 1905, and when he retired as lieutenant and came back and got employment at his own request and for his own benefit. I am perfectly willing to make it during the war with Germany.

Mr. DRANE. I believe that will cover it fully.

Mr. SWING. I feel, in view of the attitude of the Comptroller of the Treasury, and I know that he rules very technically on the law, that we had better put it between certain definite dates and then Mr.

comptroller will not have any excuse to limit it to some period. He can make it during the active period. The Commissioner of the General Land Office has already fixed a definite date for the conclusion of the war with Germany to apply to the rights of ex-service men being relieved of final proof on certain lands. He has arbitrarily fixed the time.

**Mr. HICKS.** What time did he fix?

**Mr. SWING.** It is a time that is past already, and if he can do it, and this comptroller seems to be very arbitrary—that is my frank opinion of him—I think it will be safer to fix a time, to fix July 1, 1921, any date you want to fix, and fix it definitely and then the comptroller would not have the construing of it at all.

**Mr. PADGETT.** Are they still in the service?

**Admiral WASHINGTON.** Some are. We have all told about 40 retired officers employed on active duty and some of them would be within this list in all probability. We have not checked it up, but I think we can reasonably claim it.

**Mr. HICKS.** The clerk has just called my attention to the fact that some bureaus have taken March 3 as the termination of the war, because of a resolution passed in both Houses and signed by the President, in reference to certain legislative acts. Maybe that is what Mr. Swing had in mind as to the termination of the war as far as the War Department is concerned.

**Mr. PADGETT.** We might fix it on that act.

**Mr. HICKS.** We might fix it at March 3, 1921. There will be no harm in having that date. That is certainly late enough.

**Mr. MCCLINTIC.** If you are going to fix a date, would not this language in line 4 read better if it was amended to read: "Who were called into active service" between such dates. If you are going to fix the date in the bill, you had better make it in the past instead of the present, who "were" called into active service.

**Admiral WASHINGTON.** Yes, sir; I think that would be clear.

**Mr. HICKS.** Who "were" instead of who "have been."

**Admiral WASHINGTON.** Yes, sir.

**Mr. MCCLINTIC.** Yes.

**Mr. HICKS.** I think that would be a good suggestion. It puts it in the past tense, and the service is in the past.

**Mr. PADGETT.** And make it read after April 6, 1917, and get the date of that act.

**Mr. MCCLINTIC.** March 3, 1921.

**Mr. HICKS.** On March 3, signed by President Wilson.

**Mr. MCPHERSON.** Then to avoid the question of the 30 men that come within this act that are still in active service, are they still in active service because they desire to be in active service? How does a man, when he wants to go back, get out, when the emergency is over?

**Admiral WASHINGTON.** Upon his application to be relieved from active service we always grant it.

**Mr. MCPHERSON.** And if he did not make application?

**Admiral WASHINGTON.** We could continue him as long as we need his services.

**Mr. MCPHERSON.** And then he is put back on the retired list?

**Admiral WASHINGTON.** Yes, sir.

Mr. PADGETT. Except that the law provides that these officers, I think, are limited to six months after the termination of the war, are they not?

Admiral WASHINGTON. That applies only to their full-duty pay. Their pay above that of the grade of lieutenant commander on active duty stops after the 3d of March.

Mr. PADGETT. It stops, then, under that repeal of the war conditions?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. And they are now not getting pay above the rank of lieutenant commander?

Admiral WASHINGTON. Yes, sir.

Mr. HICKS. How would this amendment do to make it more definite? At line 7, after the word "retirement," "during the period between April 6, 1917, and March 3, 1921"?

Mr. PADGETT. That is all right.

Admiral WASHINGTON. I would make one more suggestion; that is, instead of putting the wording "were called into service," make it read "who served," because some of them were called into service prior to the opening of hostilities because, we saw we were going to need them prior to the war, and I do not think those cases would be covered if we make it "who were called," but if we make it read "who served during that period" it would cover them.

Mr. HICKS. Carried on active service?

Admiral WASHINGTON. Yes; or who served actively in the Navy or Marine Corps of the United States.

Mr. PADGETT. Do we want to keep the words active service?

Admiral WASHINGTON. Who served on active service.

Mr. McARTHUR. On or in?

Admiral WASHINGTON. On or in are interchangeably used.

Mr. HICKS. The word "duty" may come in on active duty.

Admiral WASHINGTON. Yes, sir.

Mr. STEPHENS. Served on active duty would sound better.

Mr. SWING. It refers only to those during the service. We are trying to determine whether they are there of their own choice or the needs of the Navy. If they applied to-morrow to be relieved of active duty, would it be probably granted?

Admiral WASHINGTON. Yes, sir. If we have any other officers we could substitute for them, we would let them go right away, and if we did not we would let them go as soon as we could get officers to fill the duty they are assigned.

Mr. HICKS. We thank you very much, Admiral.

(Whereupon, the committee proceeded to the consideration of other business.)



[No. 76.]

**MEDICAL DEPARTMENT, NAVAL RESERVE FORCE.**

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(Lieut. Commander C. C. Ammerman.)

Report on the Bill (H. R. 2501) "To Increase the Efficiency of the Medical Department of the Naval Reserve Force."

**DEPARTMENT OF THE NAVY,**  
Washington, June 9, 1921.

the CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR CHAIRMAN: Replying further to the committee's letter of May 12, 1921, inclosing a bill (H. R. 2501) "To increase the efficiency of the Medical Department of the Naval Reserve Force," and requesting the department's consideration and report thereon, I have the honor to inform you that the language of the proposed bill is identical with that contained in a bill (H. R. 15605) introduced during the Sixty-sixth Congress, and upon which the department's report, dated January 31, 1921, contained the following statement:

\* \* \* but inasmuch as from its terms the said bill seems to be drawn to cover individual case, the department, in accordance with its consistent policy, is opposed to legislation of this character because of the general dissatisfaction which has resulted therefrom, and, while it sympathizes with the individual who desires to have those conditions waived which may prevent him from receiving the benefits of his bill, it can not approve of the policy of making exceptions to general legislation in individual cases except in exceptionally meritorious instances.

It appears that the purpose of the proposed bill is to make Lieut. Commander C. C. Ammerman, Medical Corps, United States Naval Reserve Force, eligible for transfer to a permanent appointment in the Medical Corps of the Navy.

This department has accepted a correction of the date of his birth as formerly given and he is now eligible for transfer to the Medical Corps of the Navy under the provisions of the act of June 1920.

In view of the foregoing, the department recommends that the bill (H. R. 2501) be not enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

MEDICAL DEPARTMENT, UNITED STATES NAVY

OFFICE: COMMISSIONER OF THE MEDICAL DEPARTMENT

ALL OF THE MEDICAL DEPARTMENT OF THE UNITED STATES NAVY

DEPARTMENT OF THE NAVY

Washington, June 1, 1901

COMMISSIONER OF THE MEDICAL DEPARTMENT

Office of the Surgeon General

Dear Sir: I have the honor to acknowledge the receipt of your letter of May 12, 1901, in relation to the proposed bill (H. R. 10000) to amend the act of May 12, 1901, relating to the Medical Department of the United States Navy, and in reply to inform you that the Department of the Navy has no objection to the proposed bill, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy.

The Department of the Navy has no objection to the proposed bill, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy.

The Department of the Navy has no objection to the proposed bill, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy.

The Department of the Navy has no objection to the proposed bill, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy.

The Department of the Navy has no objection to the proposed bill, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy, and that it is in accordance with the provisions of the act of May 12, 1901, relating to the Medical Department of the United States Navy.

Very respectfully,  
Your obedient servant,

Chief Clerk,  
Department of the Navy.



[No. 77.]

**FRANK GEORGE BAGSHAW.**

---

rt on the Bill (H. R. 397) "To Remove the Charge of Desertion  
Against the Name of Frank George Bagshaw."

**DEPARTMENT OF THE NAVY,**  
Washington, June 9, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives, Washington, D. C.*

DEAR MR. CHAIRMAN: Replying further to the committee's  
of May 6, 1921, inclosing a bill (H. R. 397) "To remove the  
ge of desertion against the name of Frank George Bagshaw,"  
requesting the department's consideration and report thereon,  
re the honor to inform you that this department has no record  
e return of the above-named man to the naval service since his  
tion on August 1, 1899, his status, according to the records,  
g that of a deserter at large.

this department has no record of his World War service, no  
mmendation can be made on the bill (H. R. 397) providing for  
removal of the charge of desertion standing against his name.  
this connection, attention is invited to the provisions of section  
f the bill (H. R. 4803) "Making appropriations for the naval  
ce for the fiscal year ending June 30, 1922, and for other pur-  
s," which, if enacted into law, would authorize the President  
use an entry to be made on the record relieving this man of all  
disabilities which he had heretofore suffered, or would hereafter  
r, by reason of the charge of desertion appearing against his  
, if it is established to the satisfaction of the President that he  
erved honorably in the World War, either in the military forces  
e Allies or in other branches of the military forces of the United  
s.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

(No. 77.)

# FRANK GEORGE BAGSHAW

Text on the Bill H. R. 397. To Remove the Charge of Desertion  
Against the Name of Frank George Bagshaw.

DEPARTMENT OF THE NAVY  
Washington, June 9, 1921

Chairman, Committee on Naval Affairs

House of Representatives, Washington, D. C.

SIR: In reply to your letter of May 27, 1921, enclosing a bill (H. R. 397) to remove the  
charge of desertion against the name of Frank George Bagshaw,  
requesting the department's consideration and report thereon,  
I have the honor to inform you that this department has no record  
of the name of the above-named man in the naval service since his  
return on August 1, 1899, his status, according to the records,  
is that of a deserter at large.

[No. 78.]

**JOSÉ A. DE LA TORRIENTE.**

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on H. J. Res. 47, " Authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Mr. José A. de la Torriente, a Citizen of Cuba."

**DEPARTMENT OF THE NAVY.**

Washington, June 9, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,

*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 14, 1921, inclosing a joint resolution (H. J. Res. 47) authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Mr. José A. de la Torriente, a citizen of Cuba," and requesting the consideration and report from the department thereon, you are informed that a similar resolution was introduced in the Sixty-sixth Congress at the request of the President. At that time the Acting Secretary of State pointed out that the passage of the proposed resolution would be regarded as an act of courtesy by the Government of Cuba, and that it would not establish precedent.

This department approves of the passage of the proposed legislation.

Sincerely, yours,

**EDWIN DENBY.**  
*Secretary of the Navy.*



[No. 781]

JOSE A. DE LA TORRENTA

on H. J. Res. 47. "Authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Mr. Jose A. de la Torre, a Citizen of Cuba."

DEPARTMENT OF THE NAVY.  
Washington, June 9, 1921.

CHARLES L. GORDON, OF NAVAL AFFAIRS.

Dear Mr. Chairman:

Replying further to the communication of May 14, 1921, inclosing a joint resolution (H. J. Res. 47) authorizing the Secretary of the Navy to receive for instruction at the United States Naval Academy, at Annapolis, Mr. Jose A. de la

[No. 79.]

**CAPT. J. S. CARPENTER.**

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on the Bill (H. R. 3508) "For the Relief of Capt. J. S. Carpenter, Pay Corps, United States Navy."

**DEPARTMENT OF THE NAVY,**  
Washington, June 9, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's of May 6, 1921, inclosing a bill (H. R. 3508) "for the relief of J. S. Carpenter, Pay Corps, United States Navy," and requesting consideration and report of the department thereon, I have to you that the language of said bill is identical with that proposed by the department and forwarded to the committee by its letter of October 25, 1919.

Such proposed legislation was introduced in the Sixty-sixth Congress, second session, as bill H. R. 11417, and this department's report of October 25, 1919, recommending such proposed legislation was transmitted as House of Representatives Report No. 991, to accompany said bill, to which report reference is hereby made for more complete information.

Capt. Carpenter, as disbursing officer of the Boston Navy Yard, was required to pay in cash weekly the wages of about 10,000 civilian mechanics. It can readily be seen that this imposed a certain element of risk, which the utmost precautions can not entirely eliminate. The department of investigation convened to inquire into these erroneous payments has exonerated Capt. Carpenter from any blame in the matter and recommended that he be relieved from financial responsibility for such payments and that certain changes be made in the system in operation in the Boston Navy Yard, with a view to further reducing the possibility of losses of this character.

In view of the fact that the act of July 11, 1919 (41 Stat., 147) changed the name of the "Pay Corps" to "Supply Corps," it is suggested that wherever the words "Pay Corps" appear in the title and text of the bill H. R. 3508, that the same be changed to the words "Supply Corps."

In view of the foregoing, it is earnestly recommended that the bill H. R. 3508, amended as suggested herein, be enacted into law.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

The letter, printed in House Report No. 991, referred to as follows:

DEPARTMENT OF THE NAVY  
Washington, October 25,

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill providing for the relief of Capt. J. S. Carpenter, United States Navy.

On or about November 8, 1918, payments were made in the office of the disbursing officer, Boston Navy Yard, which office is under the supervision of Capt. J. S. Carpenter, United States Navy, on forged pay receipts of money due to the following named men in the amounts set opposite their respective names:

No. 2690. J. F. DeMille.....  
No. 2369. A. J. Johnson.....  
No. 3148. J. G. Lee.....  
No. 8490. J. J. Murphy.....

As soon as evidence of these forgeries were discovered by Capt. Carpenter he reported the same to the commandant of the navy yard, asking for a board of investigation. The board of investigation requested that the Office of Naval Intelligence be requested to institute an inquiry for the purpose of apprehending the guilty party or parties. A thorough investigation was made by the Office of Naval Intelligence, but they failed to obtain sufficient evidence to insure the conviction of anyone. The board of investigation in making its report stated "that the money was disbursed by the yard disbursing officer in the customary manner and after the usual identification and that all reasonable precautions consistent with industrial requirements were taken by that officer to prevent error or fraud in this disbursement," and further recommended that authority be obtained to hold Capt. Carpenter of financial responsibility for the payment of the sums in question.

Considering the large number of men employed at the yard and the fact that a greater part of the work of accounting was performed by new and inexperienced people, the errors are considerably less than might have been expected.

The number of computations per day in connection with the yard labor rolls is so great that it is impossible for the accounting officer to personally supervise the payment of each envelope.

It is the opinion of the department, therefore, that Capt. J. S. Carpenter, United States Navy, should not be held to pecuniary responsibility for the payments made on the forged pay receipts herein set forth. I therefore recommend that the proposed bill be enacted into law at as early a date as practicable.

Sincerely, yours,

JOSEPHUS DANIEL  
Secretary of the

( )

[No. 80.]

LIEUT. COL. HENRY C. DAVIS.

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Report on the Bill (H. R. 5210) "For the Relief of Lieut. Col. Henry C. Davis."

DEPARTMENT OF THE NAVY,

Washington, June 9, 1921.

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,

*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 5210) for the relief of Lieut. Col. Henry C. Davis, and requesting the consideration and report of the department thereon, I have the honor to state that a similar bill (H. R. 12478) for the relief of Lieut. Col. Henry C. Davis was introduced in the Sixty-sixth Congress, and on February 17, 1920, this department reported unfavorably thereon. This report was printed as part of the hearings on said bill, to which reference is hereby made for more detailed information.

The purpose of the proposed bill is to restore to Lieut. Col. Davis 14 of the 14 numbers he lost on account of his suspension from promotion for one year from August 29, 1916, in accordance with the provisions of the acts of October 1, 1890, and July 28, 1892.

After careful reconsideration of all the facts and circumstances connected with this case, the department approves of the advancement of Lieut. Col. Henry C. Davis to take rank next after Col. James T. Bootes, provided that he is carried as an additional number of the grade of colonel. As stated in the department's previous report, the loss of 14 numbers was in accordance with law, and it is now believed that in justice to the officers who have been promoted over Lieut. Col. Davis he should be carried as an additional number, in order that action in his case will not interfere with the promotion of said officers.

It is therefore recommended that a proviso be added to the bill (H. R. 5210) in the following language:

*Provided*, That the said Henry C. Davis shall be carried as an additional number of the grade to which he may at any time hereafter be promoted.

It is recommended that the bill (H. R. 5210) amended as herein set forth, be enacted into law.

Sincerely, pours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 80.]

LIEUT. COL. HENRY C. DAVIS.

Report on the Bill (H. R. 5310) "For the Relief of Lieut. Col. Henry C. Davis."

DEPARTMENT OF THE NAVY.  
Washington, June 9, 1931.

THE CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,

HOUSE OF REPRESENTATIVES.

SIR: I have the honor to acknowledge the receipt of your letter of May 28, 1931, enclosing a bill (H. R. 5310) for the relief of Lieut. Col. Henry C. Davis, and requesting the consideration and report of the department thereon. I have the honor to state that a similar bill (H. R. 13478) for the relief of Lieut. Col. Henry C. Davis was introduced in the Sixty-sixth Congress, and on February 17, 1920, this department reported unfavorably thereon. This report was printed as part of the hearings on said bill, to which reference is hereby made for more detailed information. The purpose of the proposed bill is to restore to Lieut. Col. Davis of the 12 numbers he lost on account of his suspension from position for one year from August 20, 1919, in accordance with the provisions of the acts of October 3, 1890, and July 28, 1893. After careful consideration of all the facts and circumstances



[No. 81.]

## CHAPLAINS' BUREAU IN THE NAVY.

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on the Bill (H. R. 2494) "To Establish in the Department of Navy a Bureau to be Known as the Chaplains' Bureau, and for other Purposes."

DEPARTMENT OF THE NAVY,  
Washington, June 9, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's of May 12, 1921, inclosing a bill (H. R. 2494) "To establish in department of the Navy a bureau to be known as a chaplain's , and for other purposes," and requesting the department's eration and report thereon, I have the honor to inform you as s:

purpose of the proposed bill is to create in the Department of vey a chaplains' bureau, the chief thereof to have the rank, and allowances of a rear admiral of the lower half.

he present time there are 90 chaplains on active duty, 86 being permanent Navy and 4 of the temporary Navy. Of this num- are on duty at sea and 32 on shore, while 1 is on waiting orders. 90 chaplains hold rank in the various grades as follows: Four- permanent captains, 2 permanent commanders, 37 permanent ants, 5 permanent lieutenants (junior grade), 28 acting chap- as lieutenants (junior grade), and 4 temporary chaplains as rary lieutenants.

re are now on duty in the Bureau of Navigation of this depart- two of the above chaplains, one of whom is in the chaplains' n and the other in the morale division. In view of the limited er of chaplains in the Chaplains' Corps and the special nature r duties, it is considered that, for the present, these two chap- re amply sufficient for department administrative purposes.

present distribution of the business of this department among rious bureaus has become established and the addition of a ins' bureau would only add complexity to the department's zation through duplication of organization and effort, as at esent time the Bureau of Navigation of this department has ance of personnel and morale matters, including the duties of aplains' Corps.

his connection, attention is invited to the fact that the highest eld by chaplains in the Army is that of major, except in the case chief chaplain, who holds the rank of colonel, in accordance he provisions of the national defense act of June 4, 1920. The ed bill, in providing that the chief chaplain of the Navy shall he rank of rear admiral, accords him a higher rank than that

provided for the chief chaplain in the Army. Furthermore, there are now 14 chaplains on the active list of the Navy with the rank of captain. Under the present laws the above number of chaplains of the rank of captain is out of all proportion to the actual number of chaplains in the Navy.

The establishment of a chaplains' bureau is not considered necessary nor deemed advisable for the reasons above set forth, and, therefore, it is recommended that the bill (H. R. 2494) be not enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

Report on H. R. 2494 "To Establish in the Department of the Navy a Bureau to be Known as the Chaplains' Bureau, and for Other Purposes."

DEPARTMENT OF THE NAVY

Washington, June 9, 1921.

The CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

My Dear Mr. Chairman: Reply to the committee's letter of May 12, 1921, inclosing a bill (H. R. 2494) "To establish in the Department of the Navy a bureau to be known as a chaplains' bureau, and for other purposes," and requesting the department's consideration and report thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to create in the Department of the Navy a chaplains' bureau, the chief thereof to have the rank of captain and allowance of a rear admiral of the lower half.

At the present time there are 60 chaplains on active duty, 28 being of the permanent Navy and 32 of the temporary Navy. Of this number 27 are on duty at sea and 33 on shore, while 1 is in waiting orders. These 60 chaplains hold rank in the various grades as follows: Fourteen permanent captains, 2 permanent lieutenants, 17 permanent lieutenants, 5 permanent lieutenants junior grade, and 4 temporary chaplains as temporary lieutenants.

There are now on duty in the Bureau of Navigation of this department two of the above chaplains, one of whom is in the chaplains' division and the other in the medical division. The view of the limited number of chaplains in the Chaplains' Corps and the small number of their duties, it is considered, does justify the present two chaplains as being amply sufficient for departmental and other purposes.

The present distribution of the business of the department among its various bureaus has become established and the work of a chaplains' bureau would only add complexity to the present organization through duplication of an existing and efficient, as at the present time the Bureau of Navigation of the department has command of personnel and morale matters, including, of course, the Chaplains' Corps.

In this connection, attention is invited to the fact that the highest rank held by chaplains in the Army is that of major, except in the case of the chief chaplain, who holds the rank of colonel. It is considered with the provisions of the national law of June 1, 1920, that proposed bill in providing that the chief chaplain of the Navy shall have the rank of rear admiral, would be a detriment to them that

[No. 82.]

**CORPS OF CHAPLAINS, TO REORGANIZE.**

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Communication Referring to the Bill S. 153, which was later Introduced in the House as H. R. 7160, Entitled "To Reorganize and Increase the Efficiency of the Corps of Chaplains in the United States Navy, and for Other Purposes."

**DEPARTMENT OF THE NAVY,**  
Washington, June 8, 1921.

the CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN. With further reference to my letter of June 9, 1921, recommending that the bill H. R. 2494, "To establish in the Department of the Navy a bureau to be known as the chaplains' bureau, and for other purposes," be not enacted, I have the honor to inform you that in order to reorganize and increase the efficiency of the Corps of Chaplains in the United States Navy the department has proposed certain legislation which has been introduced in the Senate as bill S. 153, a copy of which is herewith inclosed.

On May 5, 1921, the department recommended to the chairman committee on Naval Affairs, United States Senate, that the title of the bill (S. 153) be amended to read "To reorganize and increase the efficiency of the Corps of Chaplains in the United States Navy, and for other purposes," that on page 2, line 6, the date "June 13, 1914," be changed to "June 30, 1914," and that as so amended the bill (S. 153) be enacted into law.

Under the provisions of that bill chaplains of the ranks of captain and below are provided on a percentage basis according to the total number of chaplains in the Navy, and thus the various grades and ranks can readily be adjusted on that basis. It is believed that the bill (S. 153) as so amended will, if enacted, place the Chaplains' Corps in a very satisfactory position, both with respect to the department and to the individuals concerned, and will give the chaplains the same opportunity for promotion as is provided for officers in the other staff corps in the Navy of corresponding amount of service.

I therefore recommend that the bill (S. 153) as so amended receive the favorable consideration of your committee.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

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(The bill (S. 153) referred to above is as follows:)

**BILL** To establish in the Department of the Navy a bureau to be known as the Chaplains' Bureau, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter the total number of chaplains on the active list at any one time, exclusive of additional numbers in grade, shall be distributed in the proportion of six in the rank of captain to twelve in the rank of commander, to thirty-two in the ranks below commander.

That the grade of acting chaplain is hereby abolished and hereafter all original appointments to the Corps of Chaplains shall be made, after such examination as the Secretary of the Navy may prescribe, in the grade of chaplain for a probationary period of not less than three years, of which at least two years shall be sea service on board ship or service on shore beyond the continental limits of the United States, and the probationary commissions of such officers may be revoked at any time by the Secretary of the Navy: *Provided*, That all officers of the Corps of Chaplains who were appointed in accordance with the provisions of the act of June 13, 1914 (volume 38, Statutes at Large, page 403), shall be commissioned as chaplains from the date of their original appointment in the Corps of Chaplains subject to the foregoing provisions as to probationary service, in the computation of which they shall be credited with all service heretofore rendered by them as acting chaplains: *Provided further*, That the commissions of chaplains shall automatically become permanent upon report of a board of chaplains, approved by the Secretary of the Navy, that they have satisfactorily completed the probationary period and possess the necessary mental, moral, and professional qualifications.

That chaplains, when originally commissioned, shall have the rank of lieutenant (junior grade), and all chaplains shall, upon examination, be advanced in rank up to and including the rank of lieutenant commander with the officers of the line of the same, or next earlier date of commission as lieutenant (junior grade): *Provided*, That officers who have gained, or shall hereafter gain, seniority in the list of chaplains shall be considered to have gained or lost precedence accordingly.

That nothing contained in this act shall be construed to entitle any officer now in the Corps of Chaplains to increased pay or allowances prior to the date of this act, or to reduce the present rank, pay, or allowances of any such officer, and acting chaplains shall retain their present status until commissioned in accordance with this act.

[No. 83.]

**REMOVAL OF NAVAL WAR COLLEGE TO DISTRICT OF  
COLUMBIA.**

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**Report on the Bill (H. R. 2491) Authorizing the Removal of the War  
College, Rhode Island, to the District of Columbia.**

**NAVY DEPARTMENT,  
Washington, June, 1921.**

MY DEAR MR. BUTLER: Replying to your letter of May 28, 1921,  
I desire to state that after careful consideration, I can not give my  
approval to the bill herewith, H. R. 2491, authorizing the removal  
of the War College, Rhode Island, to the District of Columbia.

Very truly,

EDWIN DENBY.

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

40185—21—No. 83

(425)

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[No. 84.]

JOHN DAVIS.

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Report on the Bill, H. R. 4683, "For the Relief of John Davis."

DEPARTMENT OF THE NAVY,  
Washington, June 13, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 4683) "For the relief of John Davis," and requesting a report from the department thereon, I have the honor to state that the records of the department fail to disclose any information from which it can be ascertained that the above-named man performed the services during the Civil War which is alleged in this bill to have been performed by him.

In view of the foregoing, the department recommends that the bill (H. R. 4683) be not enacted.

Sincerely, yours,

THOS. WASHINGTON,  
*Acting Secretary of the Navy.*

40185—21—No. 84

(427)

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JOHN DAVIS

Report on the Bill, H. R. 4683, "For the Relief of John Davis."

DEPARTMENT OF THE NAVY  
Washington, June 13, 1921.

CHIEFMAN, COMMITTEE ON NAVAL AFFAIRS

House of Representatives

Dear Mr. Chairman: Referring herewith to the report of the Committee on Naval Affairs, dated May 28, 1921, including a bill (H. R. 4683) for the relief of John Davis, and requesting a report from the Department thereon, we the undersigned state that the records of the Department fail to show any information from which it can be ascertained that the services actually performed by the said Davis during the Civil War



[No. 85.]

**NEW CHAPEL AT NAVAL ACADEMY.**

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**Report on H. J. Res. 41, to Provide a Commission to Inquire Into and Submit Recommendations to Congress Relative to the Necessity and Advisability of Erecting a New Chapel at the United States Naval Academy.**

**DEPARTMENT OF THE NAVY,  
Washington, June 15. 1921.**

**the CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying to the committee's letter of May 28, 1921, inclosing a joint resolution (H. J. Res. 41) to provide a commission to inquire into and submit recommendations to Congress relative to the necessity and advisability of erecting a new chapel at the United States Naval Academy, and requesting the department's report thereon, I have the honor to inform you that the department approves of the purposes of said resolution and recommends its enactment into law.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

40185—21—No. 85

(429)



(No. 54.)  
NEW CHAPTER AT NAVAL ACADEMY

When H. J. Bell II. is provided a Commission to Insure into and  
from the Commission to Congress Refers to the necessity and  
importance of Insuring a New Chapter at the United States Naval  
Academy.

DEPARTMENT OF THE NAVY  
Washington, June 10, 1901.

COMMISSIONER OF THE NAVAL ACADEMY

House of Representatives

I have the honor to acknowledge the receipt of your letter of  
the 10th inst. and in reply to inform you that the same has been  
forwarded to the proper authorities for their consideration.

[No. 86.]

**FRANK PULASKI.**

**Report on the Bill (H. R. 2557) for the Relief of Frank Pulaski.**

**DEPARTMENT OF THE NAVY,  
Washington, June 15, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN. In further reply to the committee's letter of May 28, 1921, inclosing a bill (H. R. 2557) for the relief of Frank Pulaski, and requesting a report from the department thereon, I have the honor to inform you as follows:

Frank Pulaski was enrolled in the provisional rank and grade of lieutenant (junior grade) in the Naval Auxiliary Reserve, United States Naval Reserve Force, on December 27, 1917. On February 7, 1919, he was tried by general court-martial on the charge of "using abusive, obscene, and profane language toward another person in the service," found guilty, and sentenced to five years' confinement, and then to be dismissed from the naval service. On March 10, 1919, the Judge Advocate General in reviewing the case recommended that, in view of the fact that all hands were working under great strain, such portion of the sentence as provided for confinement should be remitted. This recommendation was concurred in by the Bureau of Navigation on March 21, 1919, and approved by the department on March 27, 1919. On April 14, 1919, the President approved the remission of that part of the sentence providing for confinement and confirmed the sentence as reduced. This officer was therefore dismissed from the naval service and the Naval Reserve Force.

If the attached bill (H. R. 2557) is enacted into law, it will in effect reinstate Frank Pulaski as a lieutenant (junior grade) in the United States Naval Reserve Force and will confirm him in said rank, which confirmation would entitle him to receive each year two months' base pay of that rank.

The department has been consistently opposed to legislation in favor of an individual and special in its nature, except in those cases which can be classed as especially meritorious. From a careful consideration of all the facts pertaining to this case the department is of the opinion that it does not come within that category, and therefore recommends that the bill (H. R. 2557) be not enacted.

Sincerely yours,

EDWIN DENBY.  
*Secretary of the Navy.*

(The bill referred to above is as follows:)

A BILL For the relief of Frank Pulaski.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provisions of the law regulating appointments in the Navy are hereby suspended for the purpose of this act only, and only so far as they affect Frank Pulaski, and the President of the United States is hereby authorized, in the exercise of his discretion and judgment, to appoint Frank Pulaski, late a lieutenant (junior grade), United States Naval Reserve Force, to the same grade and rank as of the date of April 14, 1919, and to place him on the inactive service list as of the date of April 14, 1919: *Provided*, That nothing herein shall be construed to entitle the said Frank Pulaski to any back pay, allowances, or other emoluments by reason of the passage of this act.

[No. 87.]

THOMAS F. LONG.

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Report on the Bill (H. R. 2023) Authorizing the President to Appoint Thomas F. Long a Lieutenant (Senior Grade) in the United States Navy.

DEPARTMENT OF THE NAVY,  
Washington, June 15, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 14, 1921, inclosing a bill (H. R. 2023) authorizing the President to appoint Thomas F. Long a lieutenant (senior grade) in the United States Navy, and requesting the department's consideration and report thereon, I have the honor to inform you as follows: Lines 9 and 10 of said bill reference is made to Mr. Long's "resignation from the service." As a matter of fact, the records do not show that he resigned from the service. He was discharged from the United States Naval Reserve Force upon his acceptance of a temporary appointment in the Navy as assistant surgeon, with the rank of lieutenant (junior grade) from June 15, 1919. He now holds a temporary appointment in the Navy as assistant surgeon with the rank of lieutenant.

The purpose of this bill is to waive in this particular case the age limit of 43 years prescribed by section 5 of the act of June 4, 1920, for transfer to the permanent Medical Corps. Mr. Long was born at Besseville, Ala., on January 26, 1873, being now 48 years of age, and, therefore, over 5 years past the age limit as prescribed in the act, he is referred to. If appointed to the permanent Medical Corps he would have approximately 16 years to serve before reaching the age for retirement.

It has been the settled policy of the department not to waive the statutory age limits for appointment in the Regular Navy, and if it were to waive the age limits in any case it would follow, as a matter of course, that others would feel discriminated against if waivers were not extended to them under similar circumstances. The department also does not favor legislation of this character because of the general dissatisfaction which has resulted therefrom, and while it may sympathize with the individual who desires to have those conditions waived, it does not approve of making exceptions to general legislation in individual cases.

In view of the foregoing, the department does not recommend that the bill (H. R. 2023) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 27.]

THOMAS F. LONG.

Report on the Bill (H. R. 2023) Authorizing the President to  
Thomas F. Long, a Lieutenant (Senior Grade) in the United  
Navy.

DEPARTMENT OF THE NAVY.  
Washington, June 12, 1919.

CHARMAN COMMITTEE ON NAVAL AFFAIRS.

House of Representatives.

Mr. DEAN Mr. CHARMAN: Referring further to the committee  
of May 14, 1919, enclosing a bill (H. R. 2023) authorizing  
the President to appoint Thomas F. Long, a Lieutenant (Senior Grade)  
in the United States Navy, and requesting the department's opinion  
and report thereon, I have the honor to inform you as follows:  
In the 9 and 10 of said bill reference is made to Mr. Long's "re-  
lease from the service." As a matter of fact, the record shows  
that he resigned from the service. He was discharged from the  
United States Navy Reserve Force upon his acceptance of a com-  
mission as assistant surgeon with the regular appointment in the Navy, with the rank of lieutenant (junior grade) from June 15, 1919. He now holds a com-  
mission as assistant surgeon with the rank of lieutenant (junior grade) in the Navy.

The purpose of this bill is to waive in this particular case the age  
limit of 35 years prescribed by section 5 of the act of August 10, 1902, for

[No. 88.]

**A. LIETZ CO.**

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part on the Bill (H. R. 2613) for the Relief of the A. Lietz Co., of San Francisco, Calif.

**NAVY DEPARTMENT,**  
Washington, June 15, 1921.

MY DEAR MR. BUTLER: Replying further to your letter of May 28, 21, inclosing copy of H. R. 2613, for the relief of the A. Lietz Co., San Francisco, Calif., and requesting report thereon, I have the honor to advise that the department does not recommend the passage of this bill.

The "sounding tubes" which are the subject of contract No. 27142, dated September 14, 1916, under which the A. Lietz Co., of San Francisco, Calif., claims reimbursement, were rejected under paragraph 1, subparagraphs 3 and 4, of this contract. The essential clauses governing the rejection are as follows:

**Accuracy.**—The tubes are to give accurate indications within 5 per cent of any reading between 5 and 100 fathoms when read on a standard scale, which may be made at the testing laboratory of the machinery division, navy yard, Brooklyn, N. Y.  
**Tests.**—From 1 to 3 per cent of the tubes, at the inspector's discretion, selected at random from each delivery shall be given a test for calibration throughout their entire range. The caps shall show no leakage under sounding conditions up to 250 pounds per square inch. Should more than 10 per cent of the tubes fail on any of the above tests, the entire delivery may be rejected.

The tubes which form the subject of this contract were originally inspected under the direction of the inspecting department at the navy yard, Mare Island, Calif. More than 10 per cent of the tubes tested failed on the test for accuracy. The sample tubes submitted by the A. Lietz Co. were later tested at the navy yard, New York, and more than 10 per cent of them again failed on the test for accuracy. The reason, therefore, for the rejection of these sounding tubes was the failure to pass the test for accuracy, which tests were made independently by two separate inspecting departments of the navy.

Paragraph 4 of the contract provides as follows:

It is further covenanted and agreed that if the said party of the first part shall in any respect to perform the contract the same may, at the option of the United States, be declared null and void, without prejudice to the right of the United States to recover for defaults therein or violations thereof, or the said party of the second part may purchase or procure in such manner and from such person or persons as he may deem proper, paying such price therefor as may be necessary in order to procure the same, such of said articles or materials of the kind specified as near as practicable, or to secure the performance of such services, as the said party of the first part shall fail to deliver or perform as required, and may demand and recover from the said party of the first part the difference between the price so paid therefor and the price stipulated in the contract; and the amount of such difference shall be paid by the said party of the first part to the said party of the second part on demand.

The sum of \$2,500, which was deducted or withheld by the Secretary of the Navy from the moneys due said A. Lietz Co., does not constitute either a penalty or a fine against said company for its failure to supply tubes of the kind required under the contract, but this sum represents the difference in cost between the price at which the A. Lietz Co. agreed to furnish said sounding tubes under Contract No. 27142 and the price which the department was required to pay to obtain these tubes from another source. In addition to the foregoing, the department was greatly inconvenienced in its endeavor to supply the Navy with the number of sounding tubes required due to the delay and failure of the A. Lietz Co. to fulfill its contract as it had agreed to do.

After a full consideration of all the facts in this case the department is of the opinion that the bill (H. R. 2613) should not be enacted into law.

Respectfully,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

**Hon. THOMAS S. BUTLER,**  
*House of Representatives,*  
*Washington, D. C.*

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[No. 89.]

**ALIENS EMPLOYED BY NAVY DEPARTMENT.**

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**Report Answering the Inquiries of H. Res. 66, Directing the Secretary of the Navy to Furnish Certain Information to the House of Representatives.**

**NAVY DEPARTMENT,**

**Washington, June 15, 1921.**

MY DEAR MR. BUTLER: I have your letter of May 28, 1921, transmitting House resolution No. 66 and requesting that the information called for therein be furnished to the Committee on Naval Affairs, so far as it may be possible to do so.

From a perusal of this resolution it appears to be similar in language to House resolution No. 271, Sixty-sixth Congress, first session, to which the department made reply in its letter of October 23, 1919, addressed to the Speaker of the House, copy of which is inclosed. Your special attention is invited to paragraph 12 of the attached letter which states that "an order has been issued to commandants that no citizens shall be furloughed or dismissed until all aliens are separated from the service."

For your further information you are advised that only just recently the department issued an "alnav" dispatch which reads as follows:

It is directed that in effecting reduction in civil force all temporary, probational, or absolute alien appointees be first separated in order relative efficiency in the ratings affected, and that temporary, probational, or absolute alien appointees be separated whenever citizen eligibles or qualified citizen temporary appointees become available. The term alien shall not be interpreted to apply to citizens of our island possessions who owe allegiance to the United States. Civil Service Commission concurs. Endeavor supplant temporary appointees by qualified eligibles.

You will note that the above dispatch provides that whenever citizen eligibles or qualified citizen temporary appointees become available they shall supplant alien employees in the ratings in which they are qualified if any are employed.

No figures are available on this subject at the present moment, but the department will be glad to secure same if you so desire.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

Hon. THOS. S. BUTLER,  
*House of Representatives.*

NAVY DEPARTMENT,  
Washington, October 23, 1919.

DEAR MR. SPEAKER: In response to resolution of the House, requesting the wages paid to all persons employed in establishments connected with the Navy Department who are not citizens of the United States or of any State in which they are not served in the Army or Navy of the United States in time of war, I have the honor to state only that he obtained employment in the Navy Department at Washington and that he obtained employment in the Civil Service Commission at a time when there were no restrictions as to eligibility for appointment. He is Michael Thompson, serving as a clerk, at a salary of \$660 per year. He is a colored man, native of Jamaica. Under the resolution, all commandants of naval establishments were forbidden to make report of any aliens employed in any capacity in the United States proper, or outside of the continental limits of the United States.

In explanation of how persons not native or naturalized citizens of the United States are employed in and under the Naval Establishment the following is submitted:

Under the old registration system of employment of labor at navy yards the following persons were allowed to file application for employment even though not native or naturalized citizens of the United States:

(a) Those who owe allegiance (citizens of our island possessions) to the United States.

(b) Those who served in the Army, Navy, or Marine Corps.

Under this rule quite a number of ex-Army, ex-Navy, and ex-Marine Corps men obtained employment in the several naval districts and naval stations.

Further, under the provisions of section 5 of article V of the civil-service rules, promulgated by the President, reading as follows:

"No person shall be admitted to examination unless he be a citizen of or owe allegiance to the United States: *Provided*, that when an examination has been duly announced to fill a vacancy and there are persons eligible who are citizens, the commission may, in its discretion, examine persons who are not citizens, but they shall not be certified for appointment so long as citizens are eligible."

The Civil Service Commission permitted the employment of citizens of countries allied with the United States in the War with Germany in the absence of United States citizen eligibles.

The aggregate number of employees as reported by the commandants is 1,679, of which number 702 are employed outside the continental limits of the United States.

The following shows the number employed within the continental limits of the United States listed by naval districts and other establishments that do not come within naval districts, together with their aggregate annual compensation, which amounts to \$1,282,215.81:

First naval district, Boston, 134.....	\$148,212.08
Third naval district, New York, 112.....	136,778.47
Fourth naval district, Philadelphia, 228.....	278,703.20
Fifth naval district, Norfolk, 83.....	113,919.48
Sixth naval district, Charleston, 2.....	2,904.64
Seventh naval district, Key West, 2.....	1,842.08
Ninth, Tenth, and Eleventh naval districts, Chicago, 37.....	40,835.46
Twelfth naval district, San Francisco, 192.....	274,112.88
Thirteenth naval district, Seattle, 148.....	233,097.36
Navy Department, proper, Washington, 1.....	660.00
Navy Yard, Washington, D. C., 10.....	17,978.72
Naval Academy, Annapolis, 3.....	4,100.00
Naval Proving Grounds, Indianhead, 25.....	29,071.44

The following shows the number employed outside the continental limits of the United States listed by naval districts and other establishments that do not come within naval districts, together with their aggregate annual compensation, which amounts to \$254,938.41:

Fourteenth naval district, Honolulu, 3.....	\$4,306.88
Fifteenth naval district, Canal Zone, 90.....	45,684.44
Naval Station, Guam, Guam, 573.....	187,722.40
Naval station, St. Thomas, Virgin Island, 36.....	17,224.69

The number and annual compensation given for the fourteenth naval district does not include citizens of the Philippine Islands, Guam, and Porto Rico employed in that district. Steps have been taken to secure this additional information from the commandant of the district.

Reports have not as yet been received from the sixteenth naval district, Manila, P. I., the naval station, Guantanamo, Cuba, and the naval station, Tutuila, Samoa. Steps have been taken to secure these reports at the earliest possible date upon receipt of which a supplemental statement will be submitted by the department.

In view of the obligation of decreasing the number of employees in navy yard, necessitated by the reduced appropriations, an order has been issued to all commanders that no citizens shall be furloughed or dismissed until all aliens are separated from the service.

Sincerely, yours,

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES,  
Washington, D. C.

---

House resolution 66.

*Resolved.* That the Secretary of the Navy furnish the House of Representatives, at the earliest possible moment, with the names of and the wages paid to all persons employed in any establishment connected with the Navy Department who are not citizens of the United States or of any State thereof and who have not served in the Army or Navy of the United States in time of war and been honorably discharged from such service.



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**OPERATION AND FUNCTIONS OF NAVAL AVIATION.**

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**stations and Craft to be Controlled by Navy. References: H. R. 3150 and H. R. 4803.**

**NAVY DEPARTMENT,  
Washington, June 14, 1921.**

**MY DEAR MR. BUTLER:** A very important matter of policy having been brought to my attention relative to the use of naval aircraft in wartime, I request that the following draft of a clause which will cover the point in question be inserted in the legislative naval bill for 1922, which is now under consideration in Congress:

*Provided, That naval aviation shall have cognizance of the aerial operations necessary to gain and exercise command of the sea and of such stations and craft as are necessary to insure adequate aerial patrol of sea lanes for these purposes.*

This proviso is considered necessary for the following reasons: In the 1921 Army appropriation bill a proviso was inserted in the Army Air Service section of this bill as follows: "That hereafter the Army Air Service shall control all aerial operations from land bases, and that naval aviation shall have control of all aerial operations attached to a fleet." This proviso was protested by the Secretary of the Navy and his position was concurred in by the Secretary of War. It was modified in Congress by the following additional clause: "including shore stations, whose maintenance is necessary for operations connected with the fleet, for training of personnel, and for instruction and experimentation."

Even with this modification the Navy is not charged with keeping the sea lanes for coastal shipping. This is an integral part of the Navy's duty and was the major work it performed in aviation during the late war. The Navy's development of aircraft is toward types that can perform this duty. In wartime the Navy will have to do this work and the Army will not have suitable planes for it and, moreover, the Army will be occupied on its legitimate function, the land defense.

The Joint Board of the Army and Navy provides for and recognizes this matter of policy of patrol in the Navy, as is indicated by the following abstract of the joint Army and Navy action in coast defense, which has the approval of the Secretaries of War and of the Navy, "The Naval Coast forces are usually assigned to naval districts for the purpose of controlling the sea communications therein. The limits of the naval districts are considered to extend to seaward so far as to include the coastwise sea lanes." It is extremely desirable as a matter of national policy that Congress fix responsibility by law for the defense of the United States in conformity with the approved plans of the War and Navy Departments as promulgated by the Joint Board.

Sincerely yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

**Hon. THOMAS S. BUTLER,**  
*House of Representatives, Washington, D. C.*

## OPERATION AND FUNCTIONS OF NAVAL AVIATION.

and Credit to be Controlled by Navy. References: H. R. 2190 and H. R. 4803.

## NAVY DEPARTMENT.

Washington, June 14, 1921.

DEAR MR. BUTLER: A very important matter of policy having been brought to my attention relative to the use of naval aircraft, I request that the following draft of a message which covers the point in question be inserted in the legislative record at 1921, which is now under consideration in Congress:

That naval aviation shall have command of the naval air arm and shall be organized and controlled in the same manner and on the same basis as the other branches of the Navy for these purposes.

It is hereby is considered necessary for the following reasons: That any appropriation bill a proviso was inserted in the year 1921. Any section of this bill as follows: "That hereafter the Navy shall control all aerial operations from land bases. All naval aviation shall have control of all aerial operations and in a fleet." This proviso was proposed by the Secretary of the Navy and his position was confirmed in the following additional clause: "as amended in Congress by the following additional clause: 'That shore stations whose maintenance is necessary for operations connected with the fleet for training of personnel and for instruction and experimentation.'"

On this the modification the Navy is not charged with keeping the sea lanes for coastal shipping. This is an integral part of

[No. 91.]

**JOSEPHINE H. BARIN.**

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**A Hearing on the Bill (H. R. 514) "Authorizing the Payment of an Amount Equal to Six Months' Pay to Josephine H. Barin,"**

**Before the**

**Subcommittee on Private Bills**

**of the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Thursday, June 16, 1921.**

The subcommittee met at 10.30 o'clock a. m., Hon. Milton Kraus presiding.

Mr. KRAUS. The subcommittee will come to order.

**Statement of HON. C. N. McARTHUR, a Representative in Congress from the State of Oregon.**

Mr. McARTHUR. My bill (H. R. 514) authorizes the payment of an amount equal to six months' pay to Josephine H. Barin, mother of Lieut. Louis T. Barin, who was killed in an airplane accident at San Diego, Calif., while on active duty June 12, 1921. Lieut. Barin was a member of the Naval Reserves and the Naval Reserve is not included in the act of June 4, 1920 (41 Stat., 824), which contains this proviso:

That nothing in this section or any existing legislation shall be construed as making the provisions of this section applicable to officers, enlisted men or nurses in the Navy of the United States other than the regular Navy and Marine Corps.

In other words, his mother, as his survivor is not entitled to six months' pay because he was a member of the Naval Reserve instead of a regular. The Navy Department has made an unfavorable report on the bill.

Mr. KRAUS. He was on active duty?

Mr. McARTHUR. Killed on active duty. The plane dropped and killed him. There was a collision between his plane and another plane driven by an inexperienced cadet.

Mr. McPHERSON. What was the underlying reason for excluding in this law men like him?

Mr. DRANE. Because the law does not provide for such cases.

Mr. McPHERSON. The proviso absolutely cuts him off. What was the idea?

Mr. McARTHUR. The proviso is unjust. I think the reserve man is just as much entitled as a regular man killed in line of duty.

Mr. McPHERSON. There must have been some good reason for it.

Mr. DRANE. I have an idea that they suppose the reserve force is too large and too uncertain.

Mr. McPHERSON. If he is in the regular active service, I can not imagine any reason why they should exclude him.

Mr. McARTHUR. Here is an explanation from the commanding officer. I want to read this letter, Mr. Chairman, from the commanding officer, J. H. Toomb, of the United States Naval Air Station at San Diego, to Mrs. Ida E. Harding, 802 East Ash Street, Portland, apparently a relative of the deceased. I will read the part that is pertinent:

It will take an act of Congress to obtain same (relief), and from what I know about the Representatives at Washington, I am sure they will be just. This applies especially in Louis's case, as the Government is not spending money for life insurance. You should therefore urge strongly that Louis carried no insurance, as he was under the impression that his nearest kin would be entitled to six months' gratuity in the event of his death.

Here is a letter from E. S. Sever, of Sever & Cook, attorneys at law, Portland, Oreg., dated December 16, 1920:

Hon. C. N. McArthur,  
Washington, D. C.

DEAR SIR: I am writing you on behalf of Mrs. Josephine H. Barin, mother of the late Lieut. Louis T. Barin, United States Naval Reserve Force, who was killed in an airplane accident at San Diego on June 12, 1920. Lieut. Barin entered the service from Oregon at the outbreak of the war and served with distinction with the Naval Air Service until the time of his death, which occurred through the collision of his plane with the plane of an inexperienced cadet at the San Diego station.

He received a Navy cross for his services as pilot of the NC-1 in the transatlantic flight and for heroic conduct in conducting equipment designed for sea lanes. He was rated as one of the best of naval aviators and his service was an honor to the State.

Understanding that the naval appropriation bill, which was passed on June 4, eight days before his death, provided six months' pay for the next of kin of deceased officers, he had permitted his insurance to lapse. The text of the bill had not been received at San Diego at the time of his death, and when application was made for the six months' pay, the Secretary of the Navy wired that the six months' pay provision did not apply to officers of the reserve force on active duty and was limited entirely to officers of the Regular Establishment. Therefore, a special act is necessary in order that his mother receive the provision to which her son's death certainly entitled her. I have also written regarding this matter to the two Senators from Oregon, and I am inclosing copies of correspondence with the Navy Department relative to the matter.

Feeling sure that we can count on your good offices in this matter, and awaiting your advice as to what further steps to pursue, I remain,

Yours, very truly,

F. S. SEVER.

Let me call attention to a clause in Admiral Coontz's report, that "as a matter of policy" the department does not recommend it. Not as a matter of equity and justice, but "as a matter of policy."

Mr. McPHERSON. I think we ought not to recommend this particular bill, but we ought to recommend that the committee by a general bill amend that law.

Mr. VINSON. Let's not go into that. We handle these things as they come up. You would open here a wide line for legislation, it occurs to me.

Mr. McPHERSON. If this case, as an isolated case, ought to be granted, why should not there be a general law that will cover future cases of the same kind?



**Mr. VINSON.** There are two reasons in this case, to my mind. One is I do not see why you should make any distinction, and the other is that he has no insurance. If he had insurance and was getting benefit under the insurance law, he could not take both. He can not get a gratuity and insurance, too.

**Mr. MCPHERSON.** If you recommend this bill, it is because the provision in the law now cuts him out and makes necessary action by Congress in this special instance.

**Mr. McARTHUR.** I am reliably informed that Mrs. Barin has received no insurance or compensation of any character from any department of the Government on account of her son's death, and that even her son's earned pay for the last few months before his death is still withheld because of some technicality or governmental red tape. I therefore feel that the equities of the case are decidedly in her favor and that a favorable report on my bill would be nothing more than an act of simple justice.





[No. 92.]

R. E. AMES.

A Hearing on the Bill (H. R. 968) "To Change the Retired Status of Chief Pay Clerk R. E. Ames, United States Navy, Retired."

Before the

Subcommittee on Private Bills

of the

COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,

Thursday, June 16, 1921.

The subcommittee on private bills being in session, Hon. Milton Kraus, chairman of the subcommittee, presiding:

Mr. KRAUS. Mr. Johnson of Washington has introduced H. R. 968, to change the retired status of Chief Pay Clerk R. E. Ames, United States Navy, retired.

Statement of HON. ALBERT JOHNSON, a Representative in Congress from the State of Washington.

Mr. JOHNSON. I had a similar bill in the last Congress. H. R. 968, which I have introduced at this session, reads as follows:

A BILL To change the retired status of Chief Pay Clerk R. E. Ames, United States Navy, retired.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and empowered to transfer Chief Pay Clerk R. E. Ames, United States Navy, retired, from the furlough pay list to the 75 per centum pay list of the retired officers of the Navy, from the date of his retirement, and the said Pay Clerk R. E. Ames, United States Navy, retired, is hereby granted all the rights, privileges, and benefits now or hereafter provided for an officer retired under section 1453, Revised Statutes of the United States.*

Mr. KRAUS. Proceed.

Mr. JOHNSON. Before I go into this record, which is a long and interesting one, if satisfactory to the committee, I will state the case very briefly as it is given in a letter from Mr. R. E. Ames to his father. His father had undertaken to take the matter up with a Michigan Congressman, where the father lived. The boy—he is of middle age now—writes as follows:

To make the matter clear to you by the use of as few words as possible, I will say that all I want is to have Congress reverse the findings of the retiring board and make my retirement "Due to an incident of the service," instead of "Not due to an incident of the service," said change to be retroactive and date from November 12, 1915.

The result of the above change would be that I would receive three-fourths of the pay of my grade instead of one-half the shore pay from date of retirement.

Reference to the Navy Register for the year 1919 will show that I am the only pay officer under the grade of lieutenant commander shown as having been retired on account of "Disability not due to an incident of the service," whereas I was in service continuously from the date of the operation that caused the hernia to date of retirement and had been found physically qualified by several medical boards and by one as late as February 27, 1915, and if found physically unfit in June, 1915, because of ventral hernia and color blindness those defects must have been due to service conditions. In fact, the hernia developed from the operation of 1912 performed by Navy surgeons while I was holding an appointment as a pay clerk. To say that a hernia brought about by an operation performed under service conditions, by naval surgeons, upon an officer of the Navy, is not due to an incident of the service seems to be irregular and is surely unjust to the officer concerned.

I sincerely hope you will be able to bring this matter before the present session of Congress and I want you to know that I fully appreciate your kindness in taking so much interest in my affairs. The procedure outlined in your letter of the 14th strikes me as being most favorable.

In the meantime he has become a resident of my district. His record shows that he served at Cavite, P. I., Mare Island, San Francisco, and the Puget Sound Navy Yard, and that he was always satisfactory and a high-grade man.

This is a particularly interesting case. I have most of the papers here and can give you briefly a summary so that you will understand it. I will read a letter from the Acting Secretary of the Navy two years ago, Franklin D. Roosevelt, as follows:

(The letter referred to is as follows:)

File 26509-308.

DEPARTMENT OF THE NAVY,

Washington, April 15, 1919.

From: The Secretary of the Navy.

To: Chief Pay Clerk R. E. Ames, United States Navy (retired), 619 Fourth Street, Bremerton, Wash.

Via: The Bureau of Navigation.

Subject: Change of retirement from "not in line of duty" to "line of duty" by act of Congress.

Reference: (a) Letter, R. E. Ames, March 28, 1919.

1. By reference (a) you request a favorable indorsement of a statement of your case, to be used as evidence before Congress that this department favors the enactment of relief legislation in your behalf.

2. As final action in your case was based on the reports of the Naval Examining Board, Naval Retiring Board, Boards of Medical Examiners, and the opinion of the Bureau of Medicine and Surgery, the finding of the Retiring Board being approved by the President, so far as any further action on the part of this department is concerned your case is considered *res adjudicata*.

3. In view of the foregoing, further expression of opinion in the premises will be deferred until such time as the proper committee of Congress refers proposed legislation in your behalf to this department for comment and recommendation.

4. Papers returned.

FRANKLIN D. ROOSEVELT, *Acting*.

I have here a copy of a letter to the chairman of this committee, dated May 31, 1921, which is a report on the bill as asked for, which reads as follows:

DEPARTMENT OF THE NAVY,

Washington, May 31, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,

House of Representatives.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 5, 1921, inclosing a bill (H. R. 968) "To change the retired status of Chief Pay Clerk R. E. Ames, United States Navy, retired," and requesting the views and recommendation of the department thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to transfer Chief Pay Clerk R. E. Ames, United States Navy, from the furlough pay list (being one-half rate of sea pay) to the 75 per cent pay list of retired officers of the Navy. It has been the consistent policy of the department not to approve special legislation for an individual, except in meritorious cases of an exceptional nature. While the service performed by Chief Pay Clerk Ames has been satisfactory, it has not been so exceptionally meritorious as, in the opinion of the department, would justify the enactment of the proposed legislation for his benefit.

In view of the foregoing, the department does not recommend that the bill (H. R. 968) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

There is the situation. This man has no relief, if there is any merit in his case, except by act of Congress. I think there is merit. My contention is that the committee, if it desires to perform as a part of Congress, is not bound by a report of the kind I have just read.

Mr. McPHERSON. I have an idea from what you have read and from the report of the Secretary, that there is a general law, that if an officer is retired for disability that happens, not traceable or due to his service, that he is entitled to retirement on this pay as this officer was retired, and on the contrary, if he is retired for a disability that resulted directly from the service in the Navy, that he has a better retired status. Is that true?

Mr. JOHNSON. I think that is true.

Mr. McPHERSON. He had an operation for something in 1912, and he claims that this hernia that caused his retirement later resulted from the operation. What is the medical information on that?

Mr. JOHNSON. I have that here.

Mr. KRAUS. I think that is an important phase of it.

Mr. JOHNSON. Exactly. This man was in the service a long time and was twice operated on. The medical board says that—

Having deliberated on the evidence before it, the board decided that Paymaster's Clerk R. E. Ames, United States Navy, is incapacitated for active service by reason of ventral hernia and color blindness, and that his incapacity is not the result of an incident of the service. In the event of cure of ventral hernia by surgical operation, which the medical members consider probable, and to which operation the candidate consents, it is believed that this officer would become physically qualified for all his duties on shore and at sea, provided the Navy Department waives his color blindness.

Referring to the report of May 31 by Theodore Roosevelt, Acting Secretary of the Navy, I would like to state in the record that I contend that the matter of extreme meritorious service as compared with faithful and meritorious service is not an issue. He has come through with fine indorsements of his service everywhere he has been sent. I find on examination of a letter written by himself to the Secretary of the Navy, dated March 28, 1919, the following:

By reference to inclosure (a) the department will note that my retirement was found to be "not due to an incident of the service," because of the fact that Surg. Peck, United States Navy, entered me in the hospital at Canacao, P. I., in 1906, while I was a civil-service employee, for an operation for gall stones, making the entry in the hospital records "not in line of duty." The same entry was later made in my health record as an officer because it was held that the disease that made a subsequent operation necessary in 1912, when I was holding an appointment as paymaster's clerk, had its origin in 1906 while I was a civil employee. This entry was made in spite of the fact that I had passed the necessary physical examination before a board of medical officers prior to appointment as a paymaster's clerk. The connection of these two operations, one as a civilian in 1906 and the other as a paymaster's

clerk in 1912 on the part of the retiring board is believed to be an injustice, especially as the cause of my retirement was found to be "ventral hernia and color blindness," the hernia the result of the last operation and the color blindness in no way connected with either operation.

The record shows that R. E. Ames enlisted in the United States Army in 1899, serving as a private in Company B, Thirtieth United States Volunteer Infantry, until February 13, 1901. Then he was honorably discharged and took a position as civilian clerk in the Army at Manilla, P. I. A few months later—September 16, 1901—he transferred to a similar place in the Navy. His service as civilian clerk in the Navy continued, with but one brief interruption in the year 1906, until August, 1910, when he was appointed a paymaster's clerk in the Navy. Meantime he had left the Philippine Islands and was stationed at the navy yard, Puget Sound. He returned to Cavite, P. I., as a paymaster's clerk, in 1912. In October, 1913, he transferred to Mare Island Navy Yard, where he was stationed when retired on November 12, 1915.

But this service did not end his connection with the Navy. When the call to arms came in April, 1917, he returned to active duty and served throughout the World War at Puget Sound Navy Yard.

Altogether this man, R. E. Ames, has served the Government of the United States about 20 years; first as private in the Army; then as civilian employee of the Army; then as civilian employee of the Navy; and finally as pay clerk and chief pay clerk of the Navy. During the World War he was in charge of the work in the supply office of the receiving ship and training camp at Puget Sound Navy Yard, retiring in February 1919, with a strong letter of commendation from his superior officer, who said, "I should have been very well pleased to have had you continue either in charge of the supply department or as senior assistant for the same."

In the year 1906, while employed in a civilian capacity at the naval station, Cavite, P. I., Ames was operated upon for appendicitis.

In the year 1912, while on duty as a paymaster's clerk at the same station, he was operated on for gallstones.

Both of these operations must have been "line of duty" disabilities. There is nothing to distinguish them from the ordinary operations which are performed daily, on account of which the Government is daily paying compensation to civilian employees, or full sick-leave pay to officers and enlisted men of the Army, Navy, and Marine Corps. Yet in this case a Navy surgeon enters on this man Ames's record a statement, "not in line of duty." And because of this statement, whether made in ignorance, malice, carelessness, or what not, the man himself has been deprived of whatever rights he would otherwise have had. He is, in fact, singled out from all the men disabled during service, and in the Navy Register for 1919 he is shown to be the only pay officer under the grade of lieutenant commander retired on account of "disability not due to an incident of the service."

I have not taken this case up with the Surgeon General of the Navy, but I assume that he or his advisors would say that any disability existing in 1912, or 1915, should properly be traced to that which existed when Mr. Ames was first operated upon in 1906 when he was a civilian employee of the Navy, and when the first record "not in line of duty" was written. If this be the department's attitude, how can it be made to square with the record of the

man's physical examinations, made in 1910, 1912, 1913 (two in 1913), 1914 (two in 1914), and in 1915? In each of these examinations this man was found to be physically fit for duty, and he was kept on duty. Then, only four months after his last physical examination on February 27, 1915, he is called up for another examination, as a result of which he is retired because he is found to be "incapacitated for active service by reason of ventral hernia and color blindness, and that his incapacity is not the result of an incident of the service."

The question naturally arises, "How could this disability have developed in so short a time, following a physical examination which found the man fit for duty, and how at the same time could the disability be traceable to a surgical operation performed by a Navy surgeon nine years before?"

Mr. McPHERSON. Is there anything to show when the doctors discovered this color blindness?

Mr. JOHNSON. That seems to have come on at last.

Mr. KRAUS. It seems to me we should have the medical department up here to get the history of this thing. On what this report is based it is merely general language.

Mr. McPHERSON. I suggest that Mr. Johnson put in his statement and then before we take action he can get the medical evidence. It is just a question of fact. We agree with him thoroughly.

Mr. JOHNSON. Listen to this. This is particularly interesting. He himself writes again in straightening out his case, under date of February 4, 1916, to the Secretary of the Navy:

\* \* \* On account of this entry in my health record the retiring board, before which I appeared on September 21, 1915, found that the ventral hernia, as well as the color blindness was "not incident to the service." This finding was recorded in spite of the fact that the board had positive evidence of my having successfully passed all physical examinations, under the dates stated below, for the appointments named:

August 26, 1910, Cavite, P. I., medical director, H. E. Ames, United States Navy.

December 4, 1912, Pacific Reserve Fleet, surgeon, J. W. Bacus, United States Navy.

April 1, 1913, U. S. S. *Pittsburgh*, surgeon, J. W. Bacus, United States Navy.

May 29, 1913, navy yard, Mare Island, surgeon, J. W. Bacus, United States Navy.

November 1, 1914, navy yard, Mare Island, surgeon, J. W. Bacus, United States Navy.

May 6, 1914, navy yard, Mare Island, surgeon, C. N. Fiske, United States Navy.

February 27, 1915, navy yard, Mare Island, surgeon, C. N. Fiske, United States Navy.

This last examination was seven months before retirement and four months prior to the physical examination which brought about the retirement. After that report he was taken back into the service and worked through the World War.

The effort I am making is to perfect the record. The point I make is this: That as a Member of Congress I am interested in seeing these things settled. We get down to the policy of Congress; not the policy of the Secretary of the Navy as to exceptional merit, but the policy of Congress, particularly when it comes to a personal bill. It is a big job to ask a subcommittee of the Naval Affairs Committee, which has so much work to do, to devote itself to the analysis of the personal record of this man who for five years, or whatever time it is, has been on the furlough pay list.

Mr. VINSON. This man was put on furlough pay at one-half the rate of sea pay. You are asking that the situation be relieved by putting him on the 75 per cent pay of a retired officer of the Navy.

Mr. JOHNSON. He is the only officer of that rank in the entire Navy to be retired under that method after long years of service, and he is retired because of an operation for hernia which was brought about in line of duty. He had not done anything else from the time he reached manhood except work for the Navy.

I read here a list of half a dozen boards, and these boards step along and step along, each one agreeing that hernia, or the operation for hernia, rather, was not a disability incident to the service. They are agreed on that and so recorded it time after time, one board after another, until it finally reaches the highest officers of the Navy.

There is no recourse for this man unless some committee of Congress delves into it.

Mr. VINSON. That is what we are here for.

Mr. JOHNSON. Let us do it.

Mr. KRAUS. We will get the medical officers down here.

(Thereupon the committee proceeded to the consideration of other business.)

FRIDAY JUNE 17, 1921.

The subcommittee being in session, Hon. Milton Kraus, chairman of the subcommittee, presiding:

Mr. KRAUS. We would like to have some information as to the medical record of Chief Pay Clerk R. E. Ames, mentioned in House bill No. 968. The committee would like to have as complete a medical record as is available.

**Statement of COMMANDER DAVID C. CATHER, Bureau of Medicine and Surgery, United States Navy.**

Commander CATHER. He was appointed as paymaster's clerk on August 12, 1910, according to his health record. The first entry in his record shows that he was admitted to the hospital at Canacao, P. I., on August 15, 1911, suffering from cholelithiasis.

Mr. KRAUS. Five days after entering the service?

Commander CATHER. No, sir; that was a year and three days after. This entry was made August 15, 1911. His record on that date states that he was operated on at Canacao in 1907, while a civilian employee, but he states himself in a subsequent letter that he was operated on in July, 1906.

Mr. MCPHERSON. What was that operation for?

Commander CATHER. For gallstones. He was discharged to duty on August 30, 1911, with condition relieved. He was admitted again at the same place on March 25, 1912, suffering from the same disease, and he was discharged on March 26, or the next day, to duty. The patient refused an operation and was allowed to return home. All of these admissions were not in line of duty, due to the fact that he had been operated upon and had had the same disease prior to his entry into the service.

Mr. VINSON. The record shows that he had gallstones how long before entering the service?

Commander CATHER. It does not state. It shows that he was operated on in 1907 as a civilian employee. That would be four years before.



VINSON. The record shows that four years before entering the service he was suffering from gallstones and had been operated upon? Commander CATHER. Yes, sir. Paymaster's Clerk Ames, under date of April 13, 1912, stated:

"A medical officer of this station having brought to my attention the fact that an attack of gallstone colic is entered upon my official health record as "not in line of duty," I have to request that the following statement as evidence in rebuttal be added to my health record, and that the same be referred to the Bureau of Medical Surgery for an expression of opinion:

"In July, 1906, I was operated upon at the Canacao Hospital for appendicitis and gallstones, at which time 61 gallstones were removed, and the operation was successful. On August 26, 1910, I was appointed a pay clerk in the United States Navy and was found physically qualified for duty as such by Medical Director Ames, U. S. Navy, then on duty at the navy yard, Puget Sound, Wash.

STEPHENS. What was the name of the medical director?

Commander CATHER. H. P. Ames.

STEPHENS. The same name?

Commander CATHER. Yes, sir.

STEPHENS. Was he any relation?

Commander CATHER. I do not know. This statement continues:

"In July, 1911, practically one year after my appointment as pay clerk, I was in the Canacao Hospital under treatment 13 days for gallstone colic, and again for 6 days in 1912, and an operation was not considered advisable at either time. In view of the fact that practically five years elapsed between the operation and the attack of gallstone colic in 1911, I respectfully submit that I was cured of gallstones by the operation in 1911, and that the attack in 1912 was due to service in the tropics, and should be considered as incurred in line of duty.

"I was referred to the medical officer in command of the Naval Hospital at Canacao, P. I., who made this statement:

"The records of this hospital show the following: Ames, Ray Edgar, supernumerary, admitted June 13, 1906, as with appendicitis, subsisted 39 days. Origin, not given in hospital register, as patient was then not in the Navy. His case paper for the same year is now on file at the Bureau of Medicine and Surgery. Ames, R. E., pay clerk, United States Navy, admitted August 15, 1911; discharged to duty on August 22, 1911, same diagnosis. Origin, not in line of duty; existed prior to appointment. Ames, R. E., pay clerk, admitted August 24, 1911; discharged to duty on August 30, 1911; same diagnosis. Origin, not in line of duty. Admitted March 25, 1912; discharged to duty on March 26, 1912; same diagnosis. Origin, not in line of duty. Admitted March 26, 1912; discharged to duty on March 30, 1912; same diagnosis. Origin, not in line of duty.

"In paragraph of this letter there appears an error in the statement that "an operation was not considered advisable at either time." When Pay Clerk Ames was a patient in the Canacao Hospital in March, 1912, he was informed by the medical officer having charge of his case that an operation was advisable, but he declined to have it performed. This could be referred to the medical officer of the yard, who has charge of the medical record of Pay Clerk Ames, and then the provisions of article 1020, A. C. N. R., paragraph 3, regulations for the government of the Navy, 1909, should be carried out in my own opinion and that of the medical officers at this hospital, who have been consulted in the case, is that the origin is not in line of duty, and that his present condition is the result of the former condition which existed prior to his appointment, which he states he was operated, and that service in the tropics can not be considered as the cause of his present condition.

KRATS. Commander, had the science of medicine made sufficient progress in diagnosis to be able to tell at the time this man entered the Navy as pay clerk whether or not he had any vestige of old trouble, or gallstones?

Commander CATHER. No, sir; I do not think anyone could tell unless Pay Clerk Ames gave some subjective or objective symptoms of the disease.

KRATS. At the time of the examination?

Commander CATHER. At the time of the examination; yes, sir.

Mr. VINSON. Were there any tests that you could have made to determine whether he had ever suffered from gallstones?

Commander CATHER. You possibly could through an X-ray examination, but at that time the X-ray was not known to the extent that it is now, or had not been developed to such an extent as it is to-day, so that it could be used for that purpose.

Mr. KRAUS. In other words, at the time that man entered the Navy, in 1910, an examination would not have definitely determined whether or not he had been cured of the old affliction?

Commander CATHER. No, sir; I do not think it would.

Mr. MCPHERSON. You did not have an examination of such a character as would determine that?

Commander CATHER. When he was examined for pay clerk he had the scar of a previous operation, and the only thing you could tell would be by pressure to find out whether there was any pain or soreness there.

Mr. STEPHENS. When was he discharged from the Navy?

Mr. MCPHERSON. He never was discharged. He was furloughed.

Mr. STEPHENS. When did he cease to be on active duty on account of his health?

Commander CATHER. He was retired on the 12th of November, 1915.

Mr. STEPHENS. On account of the condition of his health?

Commander CATHER. The President stated—

The findings of the naval retiring board in this case is approved, and Paymaster's Clerk Ray E. Ames, United States Navy, will be retired from active service and placed on the retired list with furlough pay, in conformity with the provisions of sections 1453 and 1454 of the Revised Statutes, as amended by the act of June 24, 1910, relating to retirement of paymasters' clerks.

Mr. DRANE. What is his present pay?

Commander CATHER. I do not know. He was retired on half pay, or the furlough pay is half pay.

Mr. DRANE. What would be his pay if he were on active duty with the same rank?

Commander CATHER. I really do not know.

I think about the time he was retired the pay clerk was really not in a permanent status in the Navy. He was requested by the paymaster, and the Navy Department approved his appointment. When the paymaster was detached, if he did not want the paymaster's clerk anymore, the appointment was terminated.

Mr. VINSON. He was simply a clerk in the paymaster's office, and he was assigned to work as the paymaster might desire?

Commander CATHER. About that time, Congress changed that rule, and put them on practically a permanent basis or gave them a permanent status, and when he comes in as a paymaster's clerk he can not be discharged when his service with a certain paymaster is terminated.

Mr. MCPHERSON. Is there any connection between the operation for gallstones and color blindness, or could the color blindness have been produced by the operation for gallstones?

Commander CATHER. No, sir.

Mr. MCPHERSON. This man was afflicted with color blindness.

Commander CATHER. That is a congenital condition, or, at least, that is the consensus of medical opinion to-day. That is to say, a man is born with it, he does not acquire it.

Mr. MCPHERSON. There was no examination, then, that would detect whether he had color blindness at the time he entered the Navy?

Commander CATHER. He should have been given an examination to detect color blindness.

Mr. VINSON. Are pay clerks given the same examination as other men entering the Navy?

Commander CATHER. Yes, sir; they have the same kind of examination that is given officers and enlisted men. Officers and enlisted men are supposed to be examined for color blindness. I once came across a chief mate who had been serving for about 20 years and he was absolutely color blind. I asked him how it happened, and he said that they did not examine him for color blindness. I think the reason for it is that the medical record did not require them to record it—that is, the medical record in use at that time.

Mr. MCPHERSON. In the case of a seaman, a gunner, or men employed in the handling of a ship, I can see why it is important to know whether or not they are color blind, but I do not see how it would be a matter of importance to determine whether or not a pay clerk was color blind.

Commander CATHER. I think the reason why they required it was simply because they wanted to make a uniform examination of everybody in the Navy. I will not be sure, but I think the practice has been in the past when the Paymaster General, the Construction Department, or Civil Engineers wanted a particular man, where the qualification as to color was not absolutely necessary, the Bureau of Medicine and Surgery waived it.

Mr. VINSON. Gallstones will not produce color-blindness?

Commander CATHER. I never heard so.

Mr. VINSON. You stated that persons were born with it?

Commander CATHER. Yes, sir.

Mr. MCPHERSON. Is it possible for a person born with normal eyesight to contract color-blindness through injury to the eyes or through overstrain of the eyes?

Commander CATHER. I would not be competent to say as to that.

Mr. VINSON. You know of no case of that kind?

Commander CATHER. No, sir.

Mr. KRAUS. What other facts do you have in this medical record?

Commander CATHER. Paymaster's clerk R. E. Ames replied to the statement of the medical officer, under date of April 22, 1912, as follows:

The statement contained in paragraph 4 of my letter seems to have been misconstrued by the surgeon in command of Canacao Hospital. I did not intend to say that an operation was not considered advisable from a surgical point of view, but inadvisable on account of the length of time I would necessarily be absent from duty and to the fact that my cruise ends August 30, 1912, when, if relieved and ordered home, an operation under more favorable climatic conditions could be performed if necessary. In fact, I asked the medical officer (Dr. Webb) if he did not consider it best for me to wait until my return to the States, if possible, and he replied in the affirmative, but assured me an operation might be absolutely necessary at any time. It was not my intention to decline an operation, but I desired to postpone it until my return home if possible. I wish to take advantage of this opportunity to state that I will gladly consent to an operation whenever considered necessary by the medical officer, either at Cavite or in the United States.

Mr. DRANE. That was written while in the service?

Commander CATHER. Yes, sir.

The Bureau of Medicine and Surgery on June 4, 1912, forwarded the correspondence to the Navy Department with the following indorsement:

The origin of a disease in the case of Ray E. Ames, pay clerk, United States Navy, is as follows:

It appears from the records on file in this bureau, that Mr. Ames was admitted as a supernumerary in the United States Naval Hospital, Canacao, P. I., June 13, 1912, while a civilian employed at the United States Naval Station, Cavite, P. I., for operation for the relief of appendicitis and gallstones, and that he was discharged therefrom after operation July 22, 1906. It also further appears from his records at this time, that Mr. Ames then drank considerable alcohol—

Right here, I wish to say that I have not been able to find any mention of that in his record. The report continues:

It also further appears from his record, at this time, that Mr. Ames then drank considerable alcohol, and that at the time of his admission to this hospital he claimed to have had similar attacks for about 10 years prior to his admission thereto. For a careful consideration of all of the facts in his case, and further that gallstones are very prevalent in the temperate zone, being quite uncommon in the tropics, the bureau is of the opinion that the origin of this disease is not in the line of duty, but is the result of the former condition which existed prior to his appointment as a pay clerk in the United States Navy, August 26, 1910.

The Secretary of the Navy approved the above indorsement.

On May 29, 1912, he was again admitted to the Naval Hospital, Canacao, with the same disease and origin, and was discharged August 31, 1912, to duty. He was admitted again on July 17, 1912, for the same disease and same origin, and I read from the record as follows:

Has a fistulous opening in old scar, which discharges a small amount of a yellow colored fluid, reported negative for bile. Probe can be passed upward and inward for about 2 inches. Had a severe attack of biliary colic this afternoon and another evening, and desires operation. Leucocytes 17,200. July 9: Fistula began to discharge gallstones as soon as patient was under ether. Incision about 6 inches above and in line of old scar in right rectus. Gall bladder densely adherent to surrounding structures and adhesions broken down with great difficulty. Gall bladder contracted walls much thickened and completely filled with stones, as was the cystic tract. Some stones found in cystic duct, were pushed back into gall bladder. No impacted stones in any duct. Hepatic and common ducts apparently free to ampulla. Cholecystectomy performed. Cystic duct tied off and drainage established from stump. Drainage tubes sewed by catgut suture; wound closed in 3 layers. Fistula and old scar dissected out. Total number stones, 367. Discharged August 14, 1912, to duty. Wound healing rapidly.

The record of proceedings of a board of medical examiners of August 14, 1915, states:

Each member of the board then made a careful physical examination of the patient and found that he is suffering from ventral hernia in operation scar, and defective color perception. We hereby certify that paymaster's clerk Ray E. Ames, United States Navy, is not physically qualified for appointment to the United States Navy as a paymaster's clerk, and do not recommend him for appointment.

Mr. McPHERSON. Where would the hernia that is described be located?

Commander CATHER. It would be located over the operation scar, which was left when the gall bladder was removed.

Mr. McPHERSON. Might it be the product of the operation?

Commander CATHER. I do not think there is any doubt of that.

Mr. McPHERSON. That is, the hernia might have been caused by the operation which was performed in this naval hospital?

Commander CATHER. I think it was a combination of the two. You see, he had a previous operation, and then the necessity for performing a second operation meant that they had to make a much larger incision and remove a mass of adhesions around the gall bladder, which naturally would leave a weakened abdominal wall. Of course, the operation in the service could be said to have aggravated the condition and extended it.

Mr. MCPHERSON. And the examination to which he was subjected for admission to the Navy would have discovered it, would it not?

Commander CATHER. Yes, sir. There is no record of hernia previous to this report of the board.

Mr. KRAUS. Is it probable or improbable that this particular hernia was caused or aggravated by the gallstones in the bladder?

Commander CATHER. Well, only to this extent, the chronic irritation from this fistulous tract, which he had from his previous operation, and the gallstones causing inflammation around the gall bladder itself, would naturally cause adhesions, and to remove those adhesions means that his whole abdominal wall would be weakened in that region.

Mr. DRANE. The operation might weaken the abdominal wall rather than the disease.

Commander CATHER. I think it was due almost entirely to the operation.

Mr. MCPHERSON. If that is true, then his hernia was contracted in the line of duty, was it not; that is, it resulted from the operation which was an incident of his service?

Mr. VINSON. What was the cause of the hernia? Was it due to the operation or due to the gallstones, which did not occur in line of duty?

Commander CATHER. The gallstones necessitated an operation and the operation produced the hernia.

Mr. VINSON. Then we could not conclude that the hernia was caused in line of duty?

Mr. MCPHERSON. I would say it was clearly in line of duty. In other words, a sailor or naval officer may have a disease or condition to relieve which an operation is required; the operation is had and certain evil consequences come from it which cause his retirement; and if those evil consequences come from the operation, it looks to me as though they would be in line of duty.

Mr. VINSON. Suppose a man enlists in the service and at the time of enlistment it is not apparent that he has some ailment; after a while it develops that he did have an ailment and it becomes necessary to operate; they trace it back and find that that ailment existed at the time of enlistment, and he dies as a result of the operation. You could not conclude that he died in line of duty?

Mr. MCPHERSON. If the operation was to remove a condition which developed in the service, that is all that would be necessary, and it would not make any difference when that condition arose. In other words, there are two things open to them, they can turn this man out of the Navy or they can build him up; they can operate and fix him for carrying on his service in the Navy, and if they perform an operation it is in the line of duty, because it is to qualify him to carry on his duties.

Mr. VINSON. And by the operation they produce the other trouble?  
Mr. MCPHERSON. Yes.

Mr. KRAUS. Taking all the facts in the case and assuming that there had been an absence of gallstones, is there any probability from the facts shown in that record that the man would have had hernia?

Commander CATHER. No, sir.

Mr. MCPHERSON. And if it had not been for the operation he would not have had hernia, would he?

Commander CATHER. No, sir.

Mr. MCPHERSON. So, in large part, if not altogether, it was the operation that resulted in the hernia?

Commander CATHER. Yes; I think so.

Mr. MCPHERSON. One of the things which caused his retirement was the hernia, and the other was color blindness.

Mr. DRANE. The record does not state that, though. The record of his furlough—I think they call it, rather than retirement—is to the effect that—

Mr. MCPHERSON (interposing). I imagine the medical report will show the cause for which he was retired.

Mr. DRANE. Gallstones and color blindness rather than the hernia.

Mr. VINSON. Let us see what the record shows.

Commander CATHER. The record of proceedings of the Naval Examining Board of July 1, 1915, states:

The board having deliberated on the evidence before it, and having taken into consideration the candidate's reputation as an officer, decided that his mental, moral, and professional fitness to perform all his duties at sea has been established to its satisfaction. In arriving at its conclusion as to the moral fitness of the candidate the board fully considered the report on fitness, covering the period from April 1, 1914, to June 14, 1915, in which it is stated in answer to question 15, "Is he negligent or careless as to financial obligations?" "Not to my knowledge except as noted under remarks." And under remarks: "Mr. Ames was reported by a man in Manila, P. I., for an indebtedness of about \$30, which indebtedness Mr. Ames informs me he is making arrangements to settle."

In view, however, of the otherwise excellent record of the candidate, the board came to a favorable conclusion as to his moral fitness notwithstanding such evidence. The board having deliberated on the evidence before it as to the physical fitness of the candidate, decided that, in view of the fact that this officer has satisfactorily performed the duties of his office over a considerable period of time and the fact that his physical disabilities appear to be of such a nature as to have existed during a considerable amount of said period of satisfactory service, the physical disability in this case might be waived and that if he be not required to perform sea service, which is more arduous than shore duty, he is physically qualified for duty and the board recommends that the physical disability in the case of Paymaster's Clerk Ray E. Ames, United States Navy, be waived. We hereby certify that Paymaster's Clerk Ray E. Ames, United States Navy, has the mental, moral, and professional qualifications to perform efficiently all the duties, both at sea and on shore, and the physical qualifications to perform efficiently all the duties on shore but not at sea of the grade to which he is to be appointed and recommend him for appointment as pay clerk, United States Navy.

The Bureau of Medicine and Surgery, in a second indorsement to the Judge Advocate General, of July 20, 1915, states:

The bureau hesitates to make recommendation with regard to the physical qualifications of Paymaster's Clerk Ray E. Ames on the recommendation of the board of paymasters, and is of opinion that the medical record should be returned to the board of medical examiners, who have made a physical examination of the candidate, and who are able to judge the extent of the ventral hernia in operation and defective color perception, and who are thus able to form a medical prognosis upon which this bureau would be warranted to act. This comment is made fully

ing the law on the subject, but it must be apparent that the physical condition of an officer is best judged by the board that makes a personal examination and whose findings any recommendation is based. Furthermore, there is a question in the mind of this bureau as to whether the board is justified in making the recommendation that he is fit for duties on shore but not fit for his duties at sea.

Second indorsement to the Judge Advocate General of August 15, states:

The bureau recommends that the findings and recommendation of the boards in this case be approved and that Paymaster's Clerk Ray E. Ames, United States Navy, be not physically qualified for appointment as chief pay clerk or acting pay clerk, United States Navy, according to which entitled by reason of length of service. The recommendation is based on a long history of cholelithiasis (gallstones) with recent operation and fistulous tract, followed by ventral hernia at the seat of operation for the gallstones. The prolonged history of these troubles and the ventral hernia would seem to disqualify him for active service, certainly at sea.

This is a letter from Lieut. R. E. Ames, Pay Corps, United States Navy, retired, to commandant thirteenth naval district; subject, "Recommendation for medical examination":

In making my intention to visit Washington, D. C., in the near future for the purpose of introducing a bill before Congress with a view to having my retirement changed from "line of duty" to "line of duty," I have to request that I be ordered to appear before a medical board prior to my detachment from this station, so that I may have the findings of such board in my possession upon my arrival in Washington.

I retired from the United States Navy in November, 1915, on account of ventral hernia and color blindness, the hernia being the result of an operation for appendicitis performed at the Canacao Hospital, Philippine Islands, in 1912, while on duty at that station as a pay clerk.

The findings of the retiring board were "not in line of duty," because the board found that a former operation performed while I was a civilian made necessary the operation of 1912, or, at least, that the disease originated while I was a civilian. This action on the part of the retiring board was, in my opinion, very unjust in view of the fact that I had passed numerous medical examinations subsequent to the operation for appointment as a paymaster's clerk.

To correct the injustice above referred to it is my desire to have Congress change my retirement as indicated above, and a favorable physical examination at the present time would undoubtedly be of material assistance to that end.

The Bureau of Medicine and Surgery forwarded that to the Bureau of Navigation on February 24, 1919, and stated:

The bureau has no objection to this officer being physically examined before he goes to Washington, but sees no necessity for it, as all his medical history is on file and the question of line of duty can be better determined from these records and information here than elsewhere. His record shows that he was retired on account of color blindness and hernia, both not in the line of duty.

He could have read this before, because this is a record of the proceedings of a naval retiring board convened at the navy yard, Mare Island, Vallejo, Calif., in the case of Pay Clerk Ray E. Ames, United States Navy, September 21, 1915:

The board, having deliberated on the evidence before it, decided that Pay Clerk Ray E. Ames, United States Navy, is incapacitated for active service by reason of ventral hernia and color blindness, and that his incapacity is not the result of any fault of the service. In the event of cure of hernia by surgical operation, which medical members consider probable, and to which operation the candidate consented, it is believed that this officer would become physically qualified for all his duties on shore and at sea provided the Navy Department waives his color blindness.

DRANE. That is what I had in mind, but I was mistaken in thinking that it was by reason of gallstones.

**Commander CARRIE.** The Bureau of Medicine and Surgery, on October 21, 1915, in a second indorsement to the Judge Advocate General, states:

Paymaster's Clerk Ames is 39 years old and has been 9½ years in the naval service and 1½ years in the Army service. He is at present incapacitated for active duty on account of ventral hernia and color blindness and his incapacity is not the result of an incident of the service. The ventral hernia is at the seat of an operation for gallstones from which he suffered prior to entry into the naval service, and as it is not believed that an operation would render him fit for retention in the service the bureau therefore does not consider it advisable to so recommend. In view of the foregoing it is recommended that the findings of the naval retiring board that "Pay Clerk Ray E. Ames, United States Navy, is incapacitated for active service by reason of ventral hernia and color blindness and that his incapacity is not the result of an incident of the service" be approved.

Then I find this in the record:

[Sixth indorsement.]

NOVEMBER 3, 1915.

To: Judge Advocate General.

Subject: Record of proceedings of the Naval Retiring Board in the case of Paymaster's Clerk Ray E. Ames, United States Navy.

Paymaster's Clerk Ames is incapacitated for active service by reason of ventral hernia and color-blindness, and his incapacity is not the result of an incident of the service.

If the ventral hernia could be remedied by operation he would still be incapacitated by reason of color-blindness. This latter incapacity the bureau does not consider it advisable to waive.

A thorough physical examination of all candidates for permanent appointment as as chief pay clerk, pay clerk, or acting pay clerk is considered desirable and necessary in all cases.

As the precedent and law seem to be against the action suggested in the second paragraph of the paymaster's general indorsement of October 29, this bureau does not consider it advisable to so recommend.

The President, on the 12th of November, 1915, stated:

The findings of the naval retiring board in this case is approved, and Paymaster's Clerk Ray E. Ames, United States Navy, will be retired from active service and placed on the retired list with furlough pay, in conformity with the provisions of sections 1453 and 1454 of the Revised Statutes, as amended by the act of June 24, 1910, relating to retirement of paymasters' clerks.

WOODROW WILSON.

(Thereupon the committee discussed the bill under consideration and then proceeded to the consideration of other business.)





[No. 93.]

**MILES SWIFT.**

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**A Hearing on the Bill, (H. R. 1827), for the Relief of Miles Swift.**

**Before the**

**Subcommittee on Private Bills**

**of the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

**Friday, June 17, 1921.**

The subcommittee met at 10.30 o'clock a. m., Hon. Milton Kraus (chairman) presiding.

Mr. KRAUS. We will now hear Mr. Osborne in regard to the bill, H. R. 1827, for the relief of Miles Swift.

**Statement of HON. HENRY Z. OSBORNE, a Representative in Congress from the State of California.**

Mr. OSBORNE. Mr. Chairman, I wish to call the attention of the committee to the case of Miles Swift. This matter was before your committee during the last Congress, and the committee reported favorably upon it. Miles Swift enlisted in the Navy on November 12, 1861, and served until August 15, 1864. He was sent to a hospital, or something of that kind, and he did not think it was worth while to go back and get a discharge. Afterwards, on consultation with his friends, he made up his mind that he had done the wrong thing, and reenlisted in the Army, serving in Company F, One hundred and sixty-ninth New York Infantry. He served with that organization until the end of the war and was discharged, having served altogether about four years.

Mr. VINSON. You say that he reenlisted?

Mr. OSBORNE. Yes; in the Army.

Mr. VINSON. Did he get an honorable discharge from the Army?

Mr. OSBORNE. Yes.

Mr. VINSON. Is he not entitled to pension?

Mr. OSBORNE. He was pensioned for a time, but when they discovered this on his record they cut him off.

Mr. KRAUS. I think the records show that he got no bounty on reenlistment.

Mr. OSBORNE. I am not sure about that. I have not followed up that phase of the matter, but even if he did, that would not make any difference with his discharge.

Mr. VINSON. But that might have been an inducement for leaving one service and going into another.

Mr. OSBORNE. In the last Congress the committee made a favorable report upon the bill, with an amendment. They changed the wording of the bill, and I presume this bill should be changed in accordance with the wording of the other bill as reported.

Mr. McPHERSON. You would suggest that the bill be amended in that way?

Mr. OSBORNE. I have no objection to it. The committee thought that it was the better form, and I am satisfied with it.

Mr. VINSON. I move that the bill be reported with the amendment, as suggested.

The motion of Mr. Vinson was agreed to.

Mr. OSBORNE. I would like to add that I have a very commendatory paper here from the officers of the soldiers' home, of which he is a member. This statement is to the effect that he is a most excellent man.

Mr. KRAUS. That paper may be inserted in the record.  
(The statement referred to is as follows:)

SOLDIERS' HOME,  
LOS ANGELES COUNTY, CALIF.,  
October 25, 1918.

Hon. H. Z. OSBORNE,

Tenth Congressional District, Washington, D. C.

SIR: We, the officers of the Pacific Branch of the National Home for Disabled Volunteer Soldiers located in Los Angeles County, Calif., do hereby state that Miles Swift, of Company F, One hundred and sixty-ninth New York Infantry and United States Navy, is well known to us and has been employed in and around the home as mail orderly for many years at a small remuneration.

He is a good member of the home, very capable and painstaking in all his work and the work in behalf of the home here, and he is now an applicant for restoration to the pension rolls to be placed thereon as of September, 1911.

He has lost his left forearm and has no means of support and unable to do any manual labor, and we all join in recommending him strongly to your consideration in the request he has made to secure his pension, and hope that you will do all that you reasonably can do to have him placed on the pension rolls once more.

Very respectfully,

\_\_\_\_\_, Governor.  
\_\_\_\_\_, Major and Surgeon.  
\_\_\_\_\_, Adjutant and Inspector.  
\_\_\_\_\_, Chaplain.  
\_\_\_\_\_, Quartermaster.  
\_\_\_\_\_, Assistant Surgeon.  
\_\_\_\_\_, Assistant Surgeon.  
\_\_\_\_\_, Assistant Surgeon.  
\_\_\_\_\_, Assistant Surgeon.

(Thereupon the subcommittee proceeded to the consideration of other business.)

[No. 94.]

**RICHARD J. EASTON.**

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**Hearing on the Bill (H. R. 1949), for the Relief of Richard J. Easton,  
before the**

**Subcommittee on Private Bills**

**of the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

**Friday, June 17, 1921.**

The subcommittee being in session, Hon. Milton Kraus, chairman  
of the subcommittee, presiding.

Mr. KRAUS. We will now hear Mr. Smith on the bill (H. R. 1949)  
for the relief of Richard J. Easton.

**Statement of HON. ADDISON T. SMITH, a Representative in Congress  
from the State of Idaho.**

Mr. SMITH. Mr. Chairman, this is a bill for the relief of an old sea  
captain, Richard J. Easton, who had been able to accumulate enough  
money during his lifetime of service to secure a home, but unless  
relief is afforded, as proposed in the bill, his home will be taken away  
from him. He was under bond for \$10,000, and when his account  
was adjusted, disclosing a shortage of supplies, he turned his home  
over to the bonding company, and the company is holding it con-  
tingent upon his securing legislative relief.

Mr. VINSON. Has the bonding company settled with the Govern-  
ment?

Mr. SMITH. They will do so if required, but the whole matter is held  
in abeyance, with the hope that we can get legislative relief for this  
old man.

This matter arose in connection with a shortage of supplies on  
his boat. He contends, of course, that he did not take any of the  
supplies, and that if they were missing, they were taken by some of  
the attachés of the boat or somebody else.

Mr. McPHERSON. The board found that he did not receive any  
benefit from it?

Mr. SMITH. Yes. His reputation and standing in the community  
and among the people who have known him for years, including  
navy officers, would indicate that he is absolutely innocent.

Mr. VINSON. While the board held that they did not think that he  
benefited pecuniarily by the shortage of supplies, they found that

it was due to his negligence, he having been prewarned to change the system. The board found—

1. That Master Richard J. Easton is responsible for the shortage of provisions, the more so as his attention was invited by a board of investigation about February 1, 1916, to his very inefficient method of keeping officers' mess accounts, and directed to exercise more care in keeping their accounts.

How can you get around that? It held that he was responsible because of his negligence.

Mr. SMITH. I am not saying that he is not legally responsible, but I am trying to inject into this case a little human interest. I have a letter here from the Navy Department, in which reference is made to the previous report, and I will read one or two lines of it:

All facts and circumstances regarding this shortage, together with the opinion of the board of investigation convened to inquire into the same, were fully set forth, and it was therein stated that, in the opinion of the department, the relief sought should be granted.

This old man has been following the sea for 40 years. He is not an educated man, like those you generally find in command of large vessels, but he is honorable and reliable. He may have been negligent in the matter of keeping accounts and unwisely trusted others to look after the supplies. In view of this recommendation from the department, and in view of the fact that he has always borne a good reputation, I am asking that you accord him this relief. His good character is testified to by officers of the Navy Department under whom he has served and from others. I ask your favorable consideration, because it is within the discretion of Congress to afford him this relief.

I quote from the report of the board of investigation.

That Clerk Frank S. Brown is, to a minor extent, responsible for the shortage, in so much as he did not verify the balances brought forward in the "Monthly ration statement" by actual figures from properly taken inventories, but simply used the balance from the preceding month. This in violation of the instructions on the back of said reports.

That a series of incompetent stewards, who were discharged when their incompetency was discovered, were primarily responsible for the actual shortage, and that the low rate of pay of stewards prior to July 1, 1916, was responsible for the inability to obtain competent stewards.

That Master Richard J. Easton in no way benefited pecuniarily by this shortage and is not in any way criminally involved.

That the shortage began some time after December 1, 1915, and reached its maximum some time prior to May 10, 1916; that it is impossible for the board to fix the exact amounts of the shortage as unit prices are not available, and, in fact, unit prices for the same article on bills submitted by the same firms but at different times vary greatly.

That the provision storeroom of the *Proteus* is improperly protected; that its wooden slat bulkheads should be replaced by ventilated metal bulkheads; and locks of a more secure and substantial nature should be provided for its doors. Also that more secure doors, hinges, and locks should be provided for the cold-storage rooms.

That the regulations requiring inventories are not clear enough, and orders should be issued requiring a complete inventory of stores (involved in the returns), with values of items extended and totaled, the whole certified to by the master, and inventory to be appended to the "Monthly ration statement"; or that the master should certify to the balance brought forward at head of column 4 in this statement, certifying that these figures represent the value of stores actually on hand on the first of that month.

Mr. VINSON. You want a mantle of charity thrown around him?

Mr. SMITH. I want to see him relieved and his home saved for his old age.

Mr. McPHERSON. What type of ship was this?

Mr. SMITH. A United States Navy collier.

Mr. VINSON. I gathered that it was a sort of receiving ship. You say that the department now, in view of this adverse report—

Mr. SMITH (interposing). This is not an adverse report.

Mr. VINSON. This is a very strong report, in some ways.

Mr. SMITH. This is the latest report we have.

Mr. VINSON. They hold now that the relief should be granted?

Mr. SMITH. Yes, sir.

Mr. DRANE. The letter from Secretary Daniels in regard to this matter reads as follows:

It appears from the facts of the case, as brought forth by a board of investigation convened to investigate this shortage, that no dishonesty was manifest on the part of Mr. Easton, nor was there any criminal intent to appropriate Government property to his own use.

There is apparent some little negligence on the part of the master but this can possibly be excused as being due to the stress of the many pressing duties Mr. Easton had to perform during a large part of the period in which the shortage occurred, such extra duties being due to almost constant steaming, Master Easton's duties on the bridge taking almost all his time.

The report of the board of investigation also shows that Master Easton, while manifesting some negligence, yet used unusual precautions to prevent any shortage of stores by hiring a watchman from his own pocket and also paid the clerk in charge of the stores extra money monthly out of his own pocket to be most zealous in his duty. The board's report further shows that wastage on board which could not be prevented occurred.

Master Easton has a long and previously clear record with this department, and in view of the fact that the surety upon the bond of Master Easton, if called upon to make good the deficiency, would undoubtedly then proceed against the principal, Master Easton, and, also, in view of the fact that Master Easton has been punished by being placed on indefinite furlough without pay, it is recommended that the relief asked for in the above-mentioned bill be granted.

In view of the foregoing, the department has no further recommendation to make concerning the bill (H. R. 14831), but believes that, with all the facts before it, this is a matter coming within the discretion of your committee.

Mr. VINSON. They put it up to Congress.

Mr. SMITH. I have a full history of the case, if the committee would like to have it. I happen to know that this old man has no property excepting a home and that he and his wife are living there. If this legislation is not enacted, their home will be sold, and as Capt. Easton has reached an age when he will have to retire from service very shortly they will be thrown out upon the cold world.

Mr. McPHERSON. This shortage really occurred, as I understand it, by reason of his practice of charging himself at the beginning of the month, or whatever the accounting period was, with whatever the books showed should be entered, without making invoices. It appears that this shortage occurred beginning in December and reached the maximum in May. Instead of making invoices, he would adopt what was shown by the previous accounts.

Mr. KRAUS. He failed to perform his duty, and had been warned.

Mr. McPHERSON. This report states that the regulations requiring inventories are not clear enough.

Mr. VINSON. The second finding of the board is that Mr. Easton did not use every possible effort to prevent waste of provisions, inasmuch as he did not cause proper inventories to be taken and did not promptly report apparent shortages of provisions when discovered; but he did see the receipt of stores properly supervised, and made efforts to stop stealing of provisions by stationing a special watchman and paying said watchman out of his own pocket.

Mr. SMITH. That is evidence of pretty good faith.

Mr. STEPHENS. This report shows that he had incompetent stewards and help.

Mr. VINSON. Is he not responsible for them?

Mr. STEPHENS. He is responsible for them to a certain extent. He was not responsible for putting them there.

Mr. KRAUS. I would suggest to members of the committee that we do not take up so much of Mr. Smith's time.

Mr. SMITH. Of course, I can not change the facts, nor inject any additional evidence to what you will find there. It seems to be within the discretion of Congress to determine whether or not under all the circumstances and in view of the previous good record of this man, as testified to by the officers with whom he has been associated, and as shown by the report of this board, and in view of the further fact that he has nothing in the world but his home, the relief should be granted. It seems to me that under the circumstances the committee should take a sympathetic interest in this case. Congress has jurisdiction over matters of this kind, and we are supposed to be influenced to some extent by circumstances like these which should warrant relief. It is for that reason that we are given discretion as to what should be done in cases of this character.

Mr. VINSON. In other words, the milk of human kindness should dwell within the breasts of the members of the committee?

Mr. SMITH. Yes. Mr. Easton is not a constituent of mine, but a casual acquaintance whose predicament has aroused my sympathy. The old man came over to see me and asked me to introduce this bill and try to get the committee to look with favor upon it. He assured me he felt absolutely confident that he had exercised his best judgment in discharging his duties on the boat.

Mr. VINSON. Have you any papers there you desire to submit?

Mr. SMITH. I have briefly presented the history of the case, and have no additional data to submit.

Mr. KRAUS. When your statement goes to you for revision, you may attach such of those statements as you desire.

Mr. SMITH. I thank you.

(Thereupon the committee went into executive session, after which it adjourned.)

[No. 95.]

**COMMANDEERING OF FUEL FOR NAVY SHIPS.**

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**Report on the Bill (H. R. 2504) Authorizing the President to Requisition Fuel Necessary to Maintain the Navy, and for Other Purposes.**

**NAVY DEPARTMENT,**

Washington, June 16, 1921.

MY DEAR MR. BUTLER: Replying further to your letter of May 28, 1921, inclosing bill H. R. 2504, I have the honor to advise that this bill was introduced as a result of recommendations contained in letter from the Secretary of the Navy, dated January 10, 1921, to the Speaker of the House of Representatives. This bill is the same as H. R. 15728, introduced January 14, 1921.

At the time that the above letter was written by the Secretary of the Navy great difficulty was being experienced in procuring an adequate supply of fuel, particularly coal. It was then believed essential that provision should be made for a continuance of the Navy's power to commandeer fuel. Since that time, however, the situation with respect to the supply of fuel has entirely changed. The Navy is now procuring ample quantities of fuel. However, in order that the Navy may have the means to protect the Government in time of emergency, it is recommended that legislation such as proposed be enacted. It would, of course, not be the intention to procure fuel under such authority until and unless it became impracticable to obtain sufficient fuel at reasonable prices.

I very much appreciate your courtesy in bringing this bill to my attention.

Respectfully,

EDWIN DENBY,  
*Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*House of Representatives, Washington, D. C.*

40185—21—No. 95

(167)



REMARKS OF THE SENATE ON THE REPORT OF THE COMMISSIONERS OF THE GENERAL LAND OFFICE

REPORT OF THE SENATE ON THE REPORT OF THE COMMISSIONERS OF THE GENERAL LAND OFFICE, IN ANSWER TO A RESOLUTION PASSED BY THE SENATE, MARCH 18, 1867.

NAVY DEPARTMENT  
WASHINGTON, D. C.  
JANUARY 1, 1868.

THE SENATE HAS THE HONOR TO ACKNOWLEDGE THE RECEIPT OF THE REPORT OF THE COMMISSIONERS OF THE GENERAL LAND OFFICE, IN ANSWER TO A RESOLUTION PASSED BY THE SENATE, MARCH 18, 1867. THE REPORT IS A COMPREHENSIVE AND INTERESTING ONE, AND CONTAINS A LARGE AMOUNT OF VALUABLE INFORMATION. THE SENATE HAS THE HONOR TO THANK THE COMMISSIONERS FOR THE CARE AND DILIGENCE WITH WHICH THEY HAVE PERFORMED THEIR DUTY.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND THE SEAL OF THE SENATE, THIS 1ST DAY OF JANUARY, 1868.



[No. 96.]

## PAY FOR INSULAR FORCE OF THE NAVY.

A Hearing on the Bill H. R. 5893.

(Amended and reintroduced and reported as H. R. 7263.)

### To Establish Rates of Pay for Enlisted Men of the Insular Force of the Navy.

Before the

Subcommittee on Supplies and Accounts

of the

COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES.

Monday, June 20, 1921.

The subcommittee met this day at 10.40 o'clock a. m., Hon. Clifton N. McArthur (chairman) of the subcommittee, presiding.

Mr. McARTHUR. Gentlemen, we will take up the bill H. R. 5893, together with the report from the Acting Secretary of the Navy, which the clerk will please read.

(The clerk read as follows:)

DEPARTMENT OF THE NAVY,

Washington, April 29, 1921.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to establish rates of pay for enlisted men of the insular force of the Navy.

In pursuance of the authority conferred by section 1569 of the Revised Statutes the insular force of the Navy was established by Executive order dated April 5, 1901, under which the Secretary of the Navy was authorized to enlist not to exceed 500 Filipinos in the ratings and at the rates of pay specified therein.

The act of May 13, 1908 (35 Stat., 127), took from the President the powers previously exercised by him in this respect and established as the basis of pay for enlisted men of the Navy the rates then in force, including an increase of 10 per cent.

The established men of the insular force received the benefits of this increase as well as the subsequent increases to the pay of the Navy, as provided for in the acts of May 22, 1917 (40 Stat., 87), and July 11, 1919 (41 Stat., 140). The act of June 25, 1918 (40 Stat., 610), however, provided that the provisions of the war risk insurance act concerning allotments and allowances should not apply to enlisted men of the insular force.

In his decision of October 15, 1920, the Comptroller of the Treasury held that the increases in the rates of pay prescribed by section 6 of the act of May 18, 1920 (41 Stat., 402), are applicable to the insular force. As a result of this decision, the pay now being received by enlisted men of the insular force is out of all proportion to the usual remuneration for similar occupations in the Philippine Islands, and it is evidently not the pay intended by the Congress. Furthermore, it is believed that neither the circumstances of living in the Philippine Islands nor the character of the enlisted men are such as would warrant continuance of this present high rate of pay granted these men under the foregoing decision of the comptroller.

The inclosed draft of bill, if enacted into law, will correct this condition, and it is estimated will result in a saving to the Government of about \$135,000 a year. In view of the foregoing, it is recommended that the proposed draft of a bill herewith inclosed be enacted at an early date.

Sincerely, yours,

THEODORE ROOSEVELT,  
Acting Secretary of the Navy.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

**A BILL To establish rates of pay for enlisted men of the insular force of the Navy.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter the Secretary of the Navy shall establish the rates of base pay of enlisted men serving in the insular force of the Navy: *Provided,* That such rates of pay shall not exceed one-half the rates of base pay of the enlisted men of the Navy in the same or similar ratings.

Mr. McARTHUR. Admiral Washington, do you wish to make a statement to the committee with reference to this matter? If so, we will be glad to hear you.

Admiral WASHINGTON. Yes, sir.

Statements of REAR ADMIRAL THOMAS WASHINGTON, Chief Bureau of Navigation, and REAR ADMIRAL DAVID POTTER, Chief Bureau of Supplies and Accounts.

Admiral WASHINGTON. Mr. Chairman and gentlemen of the committee, the letter explains the method in which the insular force was established, and when the increased pay bill was passed last May it was not the purpose nor the intention of any of those who appeared before the committee, and, as I understand it, was not the intention of the committee, that the insular force should be included, but the decision of the comptroller did include them and it thereby greatly increased their pay, about trebling it or over. Up to the present time, I understand, the insular force has not been paid at the new rates. In May some of the members of this force applied for the increased pay under the act of May 18, 1920, but, I am informed, it has been held up to the present time.

The present rates of pay of the different ratings are: Native apprentice seaman, \$33, prior to last May it was \$15; cook, \$60, prior to May 18, 1920, it was \$13, and right on through the list of ratings the rates of pay have been much more than doubled. If the pay was restored to what it was before this provision was enacted, as has been recommended by the department, it would save about \$159,500 per annum on the pay of the Navy. That is the calculation of the Bureau of Supplies and Accounts. I do not know whether it would be well to change that provision to state that the act of May 18, 1920, was not applicable to the insular force, instead of saying "Hereafter."

Mr. DRANE. What is your suggestion?

Admiral WASHINGTON. To state that the act of May 18, 1920, so far as the insular force of the Philippine Islands is concerned, was not applicable.

Mr. DRANE. And that would leave the pay like it was?

Admiral WASHINGTON. Like it is now.

Mr. McARTHUR. You suggest a change in the language of the bill?

Admiral WASHINGTON. I should think so, because it was never

tion of Congress, and, I am sure, it was never the intention who appeared before the committee, that the Philippine pay be raised in any proportion such as it was. The circumstances and conditions did not justify such a raise. There was no request made that such action be taken.

CARTHUR. I think we should make a direct reference in this order to settle all question of doubt?

ADAM WASHINGTON. Yes, sir. I think if it was stated that the act was not applicable——

ADAM WASHINGTON (interposing). That would cause a reflection on the bill?

ADAM WASHINGTON. My firm conviction is that it was never made applicable; it was only by the unexpected circumstance of the decision of the comptroller that made it applicable. I know the conditions of the Philippines as to the cost of living and the circumstances attending the situation, family and otherwise, have not very much changed in the Philippine Islands from what they were prior to the war.

ADAM WASHINGTON. As now written they could collect the back pay?

ADAM WASHINGTON. They could. Lately I was informed by the commanding officer at Cavite that the members of the insular force made no claim for this increase, due under the comptroller's order until, I think, about the early part of last month, in May. I did not apparently expect that they were going to get it, and I have only never thought they were entitled to it, and none had any claim. My information is that no claim was made until the 1st of June.

ADAM WASHINGTON. As no demand has been made, it seems to me that the act could be changed without any complications?

ADAM WASHINGTON. Yes, sir. We could cable out there and make the change very easily.

CARTHUR. Admiral, will you please submit to the subcommittee a memorandum with the change suggested?

ADAM WASHINGTON. Yes, sir.

CARTHUR. Have you such a memorandum?

ADAM WASHINGTON. No, sir. This matter only occurred to me a moment ago in looking it over.

ADGETT. I suggest that if you want to make it retroactive you should change the period after the word "ratings" in the last line, insert a colon, and say: "*Provided*, That such act shall take effect and be in force after the 18th day of May, 1920," the date of passage of the act. That is what you want?

ADAM WASHINGTON. I think that should be done.

ADGETT. What have they been getting?

ADAM WASHINGTON. The same rates of pay that they have had here, practically one-half of that allowed here.

ADGETT. If this provision were made to read, "one-half," it would be what they are getting now, and what they have been getting in the past?

ADAM WASHINGTON. No, sir; they are getting one-half of the rate of pay.

ADGETT. The former rates of pay, if this act were made retroactive and put in operation from the 18th day of May, 1920, it

would just mean the same rates of pay that had been heretofore provided?

Admiral WASHINGTON. Yes, sir.

Mr. McARTHUR. What is the language of your suggestion?

Mr. PADGETT (reading):

*Provided further, That this act shall be in force and operative from and after May 18, 1920.*

Mr. DARROW. That depends altogether on whether they had been receiving the increase or not.

Mr. PADGETT. They have not been receiving it, the Admiral says.

Admiral WASHINGTON. That is my information. I have it from the commandant at Cavite.

Mr. DARROW. We could make it read "*Provided further, That the language of the act of May 18, 1920, shall not be construed as applying to the insular force,*" if there is no objection.

Admiral WASHINGTON. Would that cut them out from getting one-half of the increase?

Mr. PADGETT. Do they get one-half the increase?

Admiral WASHINGTON. I think they should get one-half, and the rates of pay of these men should be made flexible so that the department can adjust it as necessary.

Mr. PADGETT. They should have one-half of the increase?

Admiral WASHINGTON. Yes, sir. It is customary that Asiatics should get one-half of what the white men get in the matter of pay.

Mr. DRANE. Your language would be, Mr. Padgett—

*Provided further, That this act shall be in force and operative from and after May 18, 1920?*

Mr. PADGETT. Yes, sir.

Mr. DRANE. That would cover it?

Mr. PADGETT. That is the language which I suggest.

Mr. McARTHUR. Then, if there is no objection we will adopt the language suggested by Mr. Padgett.

(There was no objection.)

Mr. McARTHUR. Admiral Potter, have you any suggestion to make?

Admiral POTTER. No, sir; except to emphasize the point brought out that I think it is a very good idea to put this language in. Of course, these men are paid in pesos, and what they get is just the same as they have always had. Under the law they are entitled to just twice as much, and they will not suffer any hardship if this law is passed, because they never got it; we do not know that, officially, in the bureau.

Mr. PADGETT. You have been proceeding under the theory that this act did not apply?

Admiral POTTER. Yes, sir.

Mr. PADGETT. The claim has just recently been made?

Admiral POTTER. They have not had the pay actually paid, so far as receiving the money is concerned.

Mr. McARTHUR. If there is no objection the bill will be reported to the committee as amended.

(There was no objection.)

(Thereupon the subcommittee adjourned.)

**NEW WARRANT GRADES IN THE NAVY.**

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**A Hearing on the Bill H. R. 5896**

**To Establish the Commissioned Warrant and Warrant Grades of Chief Electrician, Electrician, Chief Radio Electrician, and Radio Electrician in the United States Navy.**

**Before the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Monday, June 20, 1921.**

The committee being in session this day, Hon. Philip D. Swing (acting at request of the chairman), presiding:

Mr. SWING. We will now take up the bill (H. R. 5896) to establish the commissioned warrant and warrant grades of chief electrician, electrician, chief radio electrician, and radio electrician in the United States Navy, and the clerk will please read the report from the Navy Department.

(The clerk read as follows:)

DEPARTMENT OF THE NAVY,  
Washington, April 29, 1921.

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to establish the commissioned warrant and warrant grades of chief electrician, electrician, chief radio electrician, and radio electrician in the United States Navy.

The purpose of this proposed legislation is to place the electrical ratings of the Navy on the same status relative to opportunities for advancement as warrant officers of the Navy now enjoy.

An early enactment of the proposed legislation is respectfully recommended.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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**A BILL To establish the commissioned warrant and warrant grades of chief electrician, electrician, chief radio electrician, and radio electrician in the United States Navy.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the commissioned warrant and warrant grades of chief electrician, electrician, chief radio electrician, and radio electrician, are hereby established in the United States Navy, and all persons appointed in such grades shall have the same rank, pay, and allowance and other benefits as now are, or may hereafter be allowed other commissioned warrant and warrant officers in the Navy: Provided, That chief gunners and gunners now in the service, qualified for electrical or radio duties shall, if appointed in the grades hereby established take precedence from the dates of their original appointments as commissioned warrant and warrant officers, respectively.*

Mr. PADGETT. If you will permit me, I think this is good legislation. This electrical business has grown up of late years since the old ratings were established, and it meets my approval.

Mr. SWING. Admiral Washington, we shall be glad to receive a statement from you on this provision.

Admiral WASHINGTON. Yes, sir.

**Statements of REAR ADMIRAL THOMAS WASHINGTON, Chief, Bureau of Navigation, and REAR ADMIRAL ROBERT S. GRIFFIN, Chief, Bureau of Engineering.**

Admiral WASHINGTON. At the present time we have men filling those grades and doing the duties, but they are all classed as gunners; in other words, as electrical gunner, radio gunner, or ordnance gunner. The original title of gunner applied only to the men who manned and had charge of the batteries of the ship. As Mr. Padgett has said, since the electrical and radio branches have grown to be so important we have been making gunners of these electrical and radio men, and this has been the practice for the past 15 years or so. It is our desire now to separate them and to make them distinctive of what they really are, and of the duties they perform. In making an assignment to duty, if we want a radio man, for instance, he appears on our list either as a gunner or as a chief gunner, and his qualifications have to be looked into separately from the Naval Register. It will simplify the situation to pass this measure and make the class of duties much more distinctive.

We have at the present time a total of chief gunners of 30, of whom six are radio and five are electrical temporaries, 19 permanent electrical and no permanent radio. In gunners we have a total of 306, composed of 68 permanent electrical, 59 permanent radio, 98 temporary electrical, and 81 temporary radio. It is our desire that these men have their titles changed from gunner to designations which will indicate what they really are and we would call them, as this bill proposes, chief electrician instead of chief gunner, for instance.

Mr. SWING. It will not increase the pay or cost?

Admiral WASHINGTON. Not a cent; it will just simplify the situation of administering the personnel,

Mr. SWING. And give proper designations?

Admiral WASHINGTON. Yes, sir. There is no increased expense involved and no increase of numbers.

Mr. SWING. It will make it consistent?

Admiral WASHINGTON. Yes, sir.

Mr. SWING. This is properly a personnel bill?

The CLERK. Yes, sir; it is on the personnel calendar.

Mr. SWING. You call them gunners now, because you can give them higher pay?

Admiral WASHINGTON. No, sir. We have the titles now of warrant officer, boatswain, gunner, machinist, sailmaker, pay clerk, and carpenter. When the ratings of radio and electrical men began to develop, the gunner was the nearest title to the class of work they were doing. They had, for instance, no connection with the boatswain nor the carpenter nor machinist, and so we first classed them all as gunners, then electrical came and then radio came and we called

them electrical and radio gunners, and now we wish to separate these three classes and call them chief electrician and electrician and chief radio electrician and radio electrician, in addition to chief gunner and gunner.

**Mr. SWING.** Is there anything which you desire to say, Admiral Griffin?

**Admiral GRIFFIN.** I have nothing to say except to indorse what Admiral Washington has said. The duties of these officers are largely in connection with the work of my bureau, and it would simplify things very much to have them classified as is proposed in this bill. It does not change their status or their duties; it merely changes their titles and would add very much to the transaction of business under my bureau.

**Mr. MCARTHUR.** I move that it is the sense of those present that Mr. Swing be authorized to take all steps necessary to bring the bill to the favorable consideration of the House.

(The motion was agreed to.)

**Mr. SWING.** Is there any other matter which you gentlemen would like to have inserted in the record for the consideration of the committee?

**Admiral WASHINGTON.** No, sir; I have not anything further.  
(Thereupon the committee adjourned.)







[No. 98.]

**PT OF GOODS, MERCHANDISE, OR TREASURE ON NAVAL  
VESSELS FOR FREIGHT OF SAFE-KEEPING.**

Report on the Bill (H. R. 2500) to Amend Section 13 of Article 8  
Section 1624 of the Revised Statutes of the United States Relative  
to Receipt on Board a Vessel of the Navy of Goods, Merchandise,  
Treasure for Freight or Safe-keeping.

**DEPARTMENT OF THE NAVY,**  
Washington, June 20, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

DEAR CHAIRMAN: Replying further to the committee's letter  
of June 28, 1921, inclosing a bill (H. R. 2500) to amend section 13 of  
Article 8 of section 1624 of the Revised Statutes of the United States  
relative to the receipt on board a vessel of the Navy of goods, mer-  
chandise, or treasure for freight or safe-keeping, and requesting the  
committee's consideration and report thereon, I have the honor to  
advise you that the language of said bill is identical with that pro-  
posed by this department and transmitted to the Speaker of the  
House of Representatives on January 16, 1920. Said proposed legis-  
lation was introduced in the Sixty-sixth Congress, second session, as  
H. R. 2043.

The department's letter of January 16, 1920, transmitting the pro-  
posed legislation, contained a complete statement of the circum-  
stances and reasons for such legislation. Said letter was printed as  
House of Representatives Document No. 618, Sixty-sixth Congress,  
second session, to which reference is hereby made for more detailed  
information. For the reasons therein stated, it is recommended that  
(H. R. 2500) be enacted into law.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

Report referred to above is as follows:)

**DEPARTMENT OF THE NAVY.**  
Washington, January 16, 1920.

MR. SPEAKER: With a view to modifying the present existing law govern-  
ing receipt on board vessels of the Navy of goods, merchandise, or treasure for  
freight or safe-keeping, I respectfully wish to invite your attention and that  
of the committee to the following:

Section 13, of section 1624, Revised Statutes (the articles for the govern-  
ment of the Navy), reads as follows:

Any person who takes, receives, or permits to be received, on board the vessel to  
which is attached, any goods or merchandise, for freight, sale, or traffic, except

gold, silver, or jewels for freight or safe-keeping; or demands or receives compensation for the receipt or transportation of any other article than gold, jewels, without authority from the President or Secretary of the Navy."

Pursuant to the provisions of this law, the department has prescribed certain regulations governing the carrying of same into execution.

While the conditions which actually gave rise to the enactment of the present law relative to the receipt of treasure have almost entirely ceased to exist, now it is very probable that in time of war or when our vessels of war are gunboats in insurrectionary countries, it might be especially advantageous to the benefit of some such law. It is believed, however, that the law should be changed as to prohibit the receipt of compensation for the receipt or transportation of treasure under any circumstances. The receipt of a money recompense by an officer for merely performing his duties is undoubtedly pernicious and unjust, and under existing modern conditions the necessity therefor is obsolete.

There is inclosed herewith a proposed draft of a bill which, if enacted, would make the desired modifications in the law. It will be noted that, as redrafted, it would prohibit the receipt of goods or merchandise on board ship except by the President or Secretary of the Navy the same as at present. It would, also, prohibit the receipt of treasure on board ship except by similar authority, and would prohibit the receipt of compensation for such service in either case under any circumstances. This, the department believes, is what the law should be.

The attached proposed draft is therefore submitted with hope that it may receive favorable consideration of yourself and the committee to which you may refer it, and with the request that it may be urged for early enactment into law.

Sincerely, yours,

JOSEPHUS DANIEL  
*Secretary of the Navy*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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A BILL To amend section 13 of article 8 of section 1624 of the Revised Statutes of the United States relative to the receipt on board a vessel of the Navy of goods, merchandise, or treasure for freight or safe-keeping.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 13 of article 8 of section 1624 of the Revised Statutes of the United States, be, and the same is hereby, amended to read as follows:

"Or takes, receives, or permits to be taken or received, on board the vessel to which he is attached, any goods, merchandise, or treasure, for freight, sale, traffic, or safe-keeping, without authority from the President or Secretary of the Navy; or receives, or permits to be taken or received, any compensation for such service."



[No. 99.]

**RELIEF OF OFFICERS ON RETIRED LIST.**

---

**Report on the Bill (H. R. 6033) for the Relief of Officers on the Retired List of the Navy.**

**DEPARTMENT OF THE NAVY,**  
Washington, June 20, 1921.

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 12, 1921, inclosing a bill (H. R. 6033) "For the relief of officers on the retired list of the Navy," and requesting the department's consideration and report thereon, I have the honor to inform you that the proposed legislation appears to be for the personal benefit of some one officer and would not be of general benefit to the naval service. It provides for promotion on the retired list to the next higher grade to date from the date of retirement and thus entails additional expense to the Government.

It is the policy of the department not to consider with favor legislation for individuals causing increased expenditures with no resulting benefits to the Navy. It is therefore recommended that the bill (H. R. 6033) be not enacted.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

[No. 99.]

## BILL OF OFFICERS ON RETIRED LIST.

Report on the Bill (H. R. 8033) for the Relief of Officers on the Retired List of the Navy.

DEPARTMENT OF THE NAVY,  
Washington, June 30, 1931.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 12, 1931, inclosing a bill (H. R. 8033) "for the relief of officers on the retired list of the Navy," and requesting the department's consideration and report thereon, I have the honor to inform

you that the proposed legislation is in accordance with the policy of the department to provide relief for officers on the retired list who are entitled to it. The bill is being prepared in accordance with the recommendations of the committee and is being introduced in the House of Representatives. I am, Sir, very respectfully,  
Very truly yours,  
J. M. H. [Signature]

100-100-100

[No. 100.]

**WILLIAM LLOYD WRIGHT.**

---

**Report on the Bill (H. R. 3515) Authorizing the President to Reinstate William Lloyd Wright as a Lieutenant Commander in the United States Navy.**

**DEPARTMENT OF THE NAVY,  
Washington, June 20, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 3515) authorizing the President to reinstate William Lloyd Wright as a lieutenant commander in the United States Navy, and requesting the department's consideration and report thereon, I have the honor to inform you that the department does not favor the enactment of special legislation in any individual case authorizing the reinstatement of former officers who have resigned from the Navy and, therefore, recommends that the bill (H. R. 3515) be not enacted.

This department has heretofore recommended general legislation to cover this and similar cases, which was incorporated in, and introduced as, bill H. R. 6610, now pending before your committee. If said bill is enacted into law, the case of William Lloyd Wright and other similar cases will be disposed of under the provisions thereof.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***



WILLIAM LLOYD WRIGHT

part on the Ball of the Earth, and the (Tenth) to him  
and William Lloyd Wright as a (Tenth) (Tenth) in the  
United States Navy.

STATEMENT OF THE NAVY

Washington, D.C., 1911.

WILLIAM LLOYD WRIGHT, U.S. Navy, is a

member of the Navy.

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[No. 101.]

**A. E. ACKERMAN.**

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**Report on the Bill (H. R. 6358) Authorizing the Accounting Officers of the Treasury to Pay to A. E. Ackerman the Pay and Allowances of His Rank for Services Performed Prior to the Approval of his Bond by the Secretary of the Navy.**

**DEPARTMENT OF THE NAVY,**  
Washington, June 20, 1921.

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 6358), authorizing the accounting officers of the Treasury to pay to A. E. Ackerman the pay and allowances of his rank for services performed prior to the approval of his bond by the Secretary of the Navy, and requesting the department's consideration and report thereon, I have the honor to inform you that A. E. Ackerman, former lieutenant (junior grade) Supply Corps, United States Navy, reported for duty on March 21, 1917, but his bond as disbursing officer was not approved until April 2, 1917. He was on active duty and actually performed services as an officer between those dates, but under the provisions of section 1560, Revised Statutes, he was deprived of pay during that period. Had he been occupying any other position than that of an officer of the Supply Corps he would have received the pay of his rank.

The department recommends that the bill (H. R. 6358) be enacted.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*







[No. 102.]

**GREY SKIPWITH.**

**Report on the Bill (H. R. 6538) for the Relief of Grey Skipwith.**

**DEPARTMENT OF THE NAVY,  
Washington, June 20, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 6538) for the relief of Grey Skipwith and requesting the department's consideration and report thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to place Lieut. Commander Skipwith on the retired list in the rank of commander by reason of the following circumstances:

Section 1453 of the Revised Statutes provides in effect that when a retiring board finds that an officer is incapacitated for active service and that his incapacity is a result of an incident of the service, such officer shall, if said finding is approved by the President, be retired from active service with three-fourths of the highest pay of the rank he held at the time of retirement.

The act of March 4, 1911 (36 Stat., 1267), provides in part as follows:

Hereafter, if any officer of the United States Navy shall fail in his physical examination for promotion and be found incapacitated for service by reason of physical disability contracted in the line of duty he shall be retired with the rank to which his seniority entitled him to be promoted.

The act of August 29, 1916 (39 Stat., 579), which establishes the system of promotion by selection in the line of the Navy, provides:

Hereafter all promotions to the grades of commander, captain, and rear admiral of the line of the Navy, including the promotion of those captains, commanders, and lieutenant commanders who are or may be carried on the Navy list as additional to the numbers of such grades, shall be by selection only from the next lower respective grade upon the recommendation of a board of naval officers as herein provided.

The act of July 1, 1918 (40 Stat., 718), makes the provisions of the above act of August 29, 1916, applicable to the Staff Corps in the following language:

The provisions of existing law with reference to promotion by selection in the line of the Navy are hereby extended to include and authorize advancement to the ranks of commander, captain, and rear admiral in the Staff Corps of the Navy, under the same conditions in all respects except as may be necessary to adapt the said provisions to such staff corps.

Prior to the passage of the act of August 29, 1916, the promotion of all officers of the Navy was by seniority. It was well established, however, that seniority alone gave no right to promotion, but to it must be added physical, mental, and moral fitness, which were to be

determined by examinations as prescribed by existing laws. (Steinmetz v. United States, 33 C. Cls., 404, 410.) Moreover, it has been held uniformly by the Department with regard to all courts and boards requiring the approval of the President or the Secretary of the Navy, that the findings of such courts and boards were never complete until approved by the President or the Secretary of the Navy, as the case might be.

Lieut. Commander Skipwith became due by seniority for permanent promotion to the rank of commander in the Supply Corps on July 1, 1917. Owing to the exigencies of the service it was not possible to conduct the required examinations for promotion until April, 1918. In January, 1918, in order that his precedence over officers junior to him who were being temporarily promoted to fill temporary vacancies might be retained until such time as he could be permanently promoted, he was tendered a temporary appointment as commander to rank from July 1, 1917, to *temporarily* fill the *permanent* vacancy to which he had become eligible. The medical board which examined him in April, 1918, found him to be disqualified for promotion and recommended another examination after a period of six months. Thereupon he requested authority to proceed with the professional and mental examination, which was granted. He was found professionally qualified for promotion. In June of 1918, anticipating the passage of legislation which would extend the system of promotions by selection to the Staff Corps, the President nominated Mr. Skipwith to the Senate for permanent promotion to the rank of commander, subject to qualification, in order that he might be promoted were he to qualify prior to the passage of such legislation. This he failed to do and on July 1, 1918, the date of approval of the legislation, his eligibility for promotion by seniority was lost to him.

In August, 1918, a selection board was convened to recommend officers of the Supply Corps for promotion to fill then existing permanent vacancies, one of said vacancies being that occupied by Mr. Skipwith under his *temporary* appointment as commander. The board failed to recommend him for promotion, and in order that all of the officers recommended might be promoted without overfilling the rank of commander the department was compelled to revoke Mr. Skipwith's temporary appointment in that rank and cause him to revert to the permanent rank of lieutenant commander. Subsequently he was found by a naval retiring board to be incapacitated for active service by reason of physical disability incurred in the line of duty and was transferred to the retired list in the rank of lieutenant commander under date of August 13, 1920. If he had been examined immediately after having become due for promotion it is probable that he would either have successfully qualified on examination or have failed physically and been retired with the rank of commander as provided by the act of March 4, 1911. It therefore appears that Mr. Skipwith has been made an unfortunate victim of circumstances and that remedial legislation should be passed to cover his case.

In view of the foregoing it is recommended that the bill (H. R. 6538) be enacted into law.

Sincerely, yours,

EDWIN DENBY,  
Secretary of the Navy.

C

LIEUT. SOLOMAN J. CHAPMAN, JR.

the Bill (H. R. 4459) for the Relief of Lieut. Soloman J. Chapman, Jr., Medical Corps, United States Naval Reserve Force, d.

DEPARTMENT OF THE NAVY,  
Washington, June 21, 1921.

ARMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

EAR MR. CHAIRMAN: Replying further to the committee's May 28, 1921, inclosing a bill (H. R. 4459) for the relief of Soloman J. Chapman, jr., Medical Corps, United States Reserve Force, retired, and requesting the department's action and report thereon, I have the honor to inform you as

Chapman was admitted to the sick list at the Naval Hospital Lyon, Colo., on July 16, 1919, with chronic pulmonary emphysema, origin in the line of duty. On November 24, 1919, he was placed on inactive duty by order of the department and on November 2, 1920, he was placed on the retired list in accordance with the provisions of section 1453, Revised Statutes, and the act of June 4, 1920 (41 Stat., 834).

The purpose of the proposed bill is to grant him active duty pay from November 24, 1919, the date he was placed on inactive duty, to November 2, 1920, the date he was retired.

Chapman was not ordered to appear before a retiring board prior to being relieved from active duty, because at that time the department was in doubt as to whether or not, under existing regulations, retirement of members of the Naval Reserve Force was required. Consequently a number of officers who were physically able to perform active duty were placed on inactive duty. The passage of the act of June 4, 1920, which specifically provided for the retirement of officers of the Naval Reserve Force for disability incurred in the line of duty, Lieut. Chapman was required to appear before a naval retiring board and he was placed on the retired list from the date of the approval of the findings of the board, November 2, 1920.

The bill, H. R. 4459, if enacted, would afford relief in an individual case as distinguished from all other cases of like character which would create an undesirable precedent. While this case has considerable merit, it is no different in that respect from cases of other officers of the Naval Reserve Force who were placed on inactive duty under similar circumstances prior to their retirement. The department is opposed to special legislation in individual cases in such circumstances and therefore recommends that the bill H. R. 4459 be not enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

LEWIS SOLOMON J. CHAPMAN, JR.

Act on the Bill H. R. 1021 for the Relief of Lewis Solomon J. Chapman, Jr., Medical Corps, United States Naval Reserve Force

DEPARTMENT OF THE NAVY

Washington, June 21, 1917

NAVY COMMITTEE, U. S. SENATE

Dear Sirs: Please advise me of the progress of the bill.

At the time the Committee was organized, I was appointed to the position of Chairman of the Committee on the part of the Senate. I have since that time been actively engaged in the work of the Committee, and have been particularly interested in the bill for the relief of Lewis Solomon J. Chapman, Jr., Medical Corps, United States Naval Reserve Force, which was introduced by Senator Nathan C. Pusey, of Ohio, on March 21, 1917.

The bill was reported to the Senate by the Committee on June 1, 1917, and was passed by the Senate on June 1, 1917. It was then sent to the House of Representatives, where it was introduced by Representative Nathan C. Pusey, of Ohio, on June 1, 1917. It was then referred to the Committee on Naval Affairs, which has since that time been actively engaged in the work of the Committee, and has been particularly interested in the bill for the relief of Lewis Solomon J. Chapman, Jr., Medical Corps, United States Naval Reserve Force.

I am, Sirs, very respectfully,  
Very truly yours,  
Lewis Solomon J. Chapman, Jr.

[No. 104.]

**WEARING OF UNIFORMS.**

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**Report on House Joint Resolution 77, "To Repeal Section 8 of the Act Entitled 'An Act Making Appropriations for the Naval Service for the Fiscal Year Ending June 30, 1921, and for Other Purposes,' Approved June 4, 1920." (Reference Also to Sec. 19 of H. R. 3150.)**

**DEPARTMENT OF THE NAVY,  
Washington, June 22, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of May 14, 1921, inclosing a joint resolution (H. J. Res. 77) "To repeal section 8 of the act entitled 'An act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes,' approved June 4, 1920," and requesting the department's consideration and report thereon, I have the honor to inform you that the language of said resolution is identical with that of section 9 of the bill H. R. 4803, entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1922, and for other purposes," and meets with the approval of the department.

The bill H. R. 4803 is now in conference, and as section 9 thereof is a Senate amendment it is recommended that the conferees on the part of the House agree to the enactment of said section 9. If this is done, the enactment of the resolution (H. J. Res. 77) will not be necessary.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

[No. 104.]

WEARING OF UNIFORMS.

Report on House Joint Resolution 71. To Repeal Section 2 of the Act entitled "An Act Making Appropriations for the Naval Service for the Fiscal Year Ending June 30, 1891, and for Other Purposes," Approved June 4, 1890." (House Report No. 2100.)

DEPARTMENT OF THE NAVY.

Washington June 22, 1891.

THE CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS.

SIR:

Mr. DEAR MR. CHAIRMAN: Replying further to the communication of May 14, 1891, enclosing a joint resolution (H. R. 71) to repeal section 2 of the act entitled "An Act Making Appropriations for the Naval Service for the fiscal year ending June 30, 1891, and for other purposes," approved June 4, 1890," and requesting the department's consideration and report thereon, I have the honor to inform you that the language of said resolution is identical with that

**FRANK GEORGE BAGSHAW.**

**Hearing on the Bill (H. R. 397) "To Remove the Charge of Desertion  
Against the Name of Frank George Bagshaw"**

**Before the**

**SUBCOMMITTEE ON PRIVATE BILLS,  
COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

**Friday, June 24, 1921.**

The subcommittee met this day, at 10.20 o'clock a. m., Hon. Milton Kraus, chairman of the subcommittee, presiding.

Mr. KRAUS. We will first hear Mr. Burdick on the bill H. R. 397, "To remove the charge of desertion against the name of Frank George Bagshaw."

**Statement of HON. CLARK BURDICK, a Representative in Congress,  
from the State of Rhode Island.**

Mr. BURDICK. This young man, Bagshaw, enlisted in the United States Navy at the age of 17 years, during the Spanish-American War; and after the close of the war he deserted.

Mr. VINSON. How long did he serve?

Mr. BURDICK. He enlisted at Boston in 1896, as an apprentice seaman, at the age of 17 years, served until he was 20 years of age, and deserted at Norfolk, in July, 1899, from the *Nashville*. That is his record, so far as the Navy Department is concerned. There is no extenuating circumstance, so far as the desertion is concerned. He went into the service during the late war, enlisted in the Rhode Island Militia, and served as a sergeant.

Mr. STEPHENS. When did he enlist—at the outbreak of the war?

Mr. BURDICK. He served as a sergeant from January 20, 1918, when he was discharged to enter the Air Service. He entered the Air Service on February 3, 1918, and was discharged July 27, 1918, on account of a dependent wife and family. Then, he went back to Rhode Island and immediately entered the Rhode Island State guard, being appointed as sergeant of infantry and later as lieutenant of infantry, and he held that office until the State guard was disbanded.

Mr. STEPHENS. That is the State guard?

Mr. BURDICK. Yes, sir.

Mr. STEPHENS. That has nothing to do with the national organization?

Mr. BURDICK. No, sir; but he was in the Air Service for a few months.

Mr. MCPHERSON. He served a 4-year enlistment, almost?

Mr. STEPHENS. He served from 1896 to 1899.

Mr. VINSON. About three years.

Mr. KRAUS. That made him 21 years of age in 1899. In 1917 he went into the Air Service?

Mr. BURDICK. No; in 1918 he went into the Air Service.

Mr. VINSON. He went into the Navy in 1917?

Mr. MCPHERSON. His service in the World War was in the Army; he deserted from the Navy.

Mr. VINSON. But when the World War broke out he enlisted in the Navy?

Mr. BURDICK. No; the Army.

Mr. VINSON. Was he honorably discharged from the Army?

Mr. BURDICK. Yes, sir.

Mr. STEPHENS. When he was discharged he had dependents, being married. Was he married when he enlisted?

Mr. BURDICK. Yes, sir.

Mr. STEPHENS. He was in about three months, I think?

Mr. BURDICK. Yes, sir.

Mr. MCPHERSON. What was his service in the World War?

Mr. BURDICK. In the Rhode Island Militia. He served as a sergeant until January 29, 1918.

Mr. MCPHERSON. In what organization?

Mr. BURDICK. In the Rhode Island Militia.

Mr. STEPHENS. The Rhode Island Militia has nothing to do with the regular service.

Mr. MCPHERSON. If the Rhode Island Militia was called into service.

Mr. STEPHENS. That does not figure at all.

Mr. MCPHERSON. It is like the National Guard. I had three sons in the National Guard of Missouri, and the National Guard of Missouri was called into active service.

Mr. STEPHENS. Then they were mustered into the Federal service. Their service began when they were mustered in.

Mr. VINSON. Was he called into the Federal Service?

Mr. BURDICK. At the outbreak of the war he went into the Rhode Island Militia and served in the Rhode Island Militia until the early part of 1918, when, apparently, the militia not being called in, he got a discharge and went into the Air Service.

Mr. VINSON. Then he went into the Air Service after leaving the militia?

Mr. BURDICK. Yes, sir.

Mr. VINSON. How long did he serve in the Air Service?

Mr. BURDICK. He only served in the Air Service from February until July.

Mr. VINSON. In the Air Service?

Mr. BURDICK. Yes, sir.

Mr. VINSON. What organization of the Air Service?

Mr. BURDICK. I have not that information.

Mr. VINSON. Was he honorably discharged from the Air Service?

Mr. BURDICK. Yes, sir; on account of a dependent wife and children, and he went back to Rhode Island and entered the Rhode Island National Guard.



[No. 106.]

**WILLIAM LLOYD WRIGHT.**

---

ring on the Bill (H. R. 3515) "Authorizing the President to state William Lloyd Wright as a Lieutenant Commander in United States Navy."

Before the

Subcommittee on Private Bills

of the

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

Friday, June 24, 1921.

subcommittee being in session, Hon. Milton Kraus, chairman committee, presiding:

KRAUS. We will now be glad to hear Mr. Treadway in connection with the bill H. R. 3515, "Authorizing the President to reinstate in Lloyd Wright as a lieutenant commander in the United Navy."

ment of **HON. ALLEN T. TREADWAY**, a Representative in Congress from the State of Massachusetts.

TREADWAY. This is the case of a young man who was the son of a naval officer. He was ill after the war from the strain of his work and did not seem to be in physical condition to continue the strenuous service. After the war he was in Constantinople, as I understand it, and resigned. Now he is anxious to be reinstated.

VINSON. Was he in the regular service?

TREADWAY. Yes, sir.

VINSON. What was his rank?

TREADWAY. Lieutenant commander. He is a graduate of the Naval Academy.

VINSON. After serving during the period of the war he resigned?

TREADWAY. He resigned; yes, sir.

STEPHENS. He was in what war?

TREADWAY. The World War.

McPHERSON. What excuse did he give for resigning?

TREADWAY. The condition of his health was such that he could not continue.

VINSON. Did he go before the retiring board?

TREADWAY. I do not know. Then he went into the General Electric plant in Pittsfield. He did not resign for the purpose of

securing a specially good position. I know that excuse is being made all the time.

Mr. STEPHENS. How soon after the armistice did he resign?

Mr. TREADWAY. He graduated from the Academy in 1913. During the World War he served as a lieutenant commander aboard a destroyer in European waters for a period of seven months. As a result of the strenuous life in European waters he became thoroughly exhausted and run down in health. He was also in a very serious nervous condition. He resigned from the service after the war was over at Constantinople. The date I do not remember. The records, of course, will show as to that.

Mr. MCPHERSON. How long was it after he resigned from the Navy until he entered the service of the General Electric Co.?

Mr. TREADWAY. I do not know as to that. He resigned after the war was over. I believe he returned the next spring. That would be the spring of 1919. The first that I knew of the case was last summer.

Mr. VINSON. Permit me to interrupt you in order to read this letter:

DEPARTMENT OF THE NAVY,  
Washington, June 20, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 28, 1921, inclosing a bill (H. R. 3515) authorizing the President to reinstate William Lloyd Wright as a lieutenant commander in the United States Navy, and requesting the department's consideration and report thereon, I have the honor to inform you that the department does not favor the enactment of special legislation in any individual case authorizing the reinstatement of former officers who have resigned from the Navy and, therefore, recommends that the bill (H. R. 3515) be not enacted.

This department has heretofore recommended general legislation to cover this and similar cases, which was incorporated in, and introduced as, bill H. R. 6610, now pending before your committee. If said bill is enacted into law, the case of William Lloyd Wright and other similar cases will be disposed of under the provisions thereof.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

Mr. TREADWAY. I think that is the wise way. I do not think that the committee will go absolutely contrary to the recommendation of the department. I talked with Admiral Washington six months or more ago about it and he said that they were short of officers. It seems rather queer that if a man wants to go back that they permit some technical question to stand in his way.

Mr. VINSON. Here is the trouble. He was educated for four years at Government expense. Immediately after the European war there was a demand for skilled men of that character, graduates of the Academy, and many of them left the service and sought commercial positions. Now, when business is not as bright and the future is not as cheerful as they contemplated, they turn back to the Navy. Do you think it is a wise policy after a man has left the service under those circumstances and conditions to open that up again?

Mr. TREADWAY. Just the contrary. I do not think that a man who left the service for that purpose is entitled to any consideration at all.

Mr. VINSON. Take the officer in this case, he could have secured a furlough on account of his health or been given inactive duty on account of his health. It was not necessary for him to resign just or

account of his health; he could have remained in the service if he ought to do so. He served only three years before the war?

Mr. TREADWAY. He was a comparatively young man without that experience that might lead him to have a better judgment as to the method of procedure. There is no question but what he was a nervous wreck when he came home and his judgment was warped, and that is why, I think, you might possibly make an allowance.

Mr. VINSON. What reason did he give for going with the electric company?

Mr. TREADWAY. I can give you all that detail. He simply took that means of occupation when he got to his home in Pittsfield. That is the biggest industry in Pittsfield. It was not the case that this position was offered to him as the result of his resigning.

Mr. VINSON. You will submit the facts to show how long he was out of the position before he accepted this commercial position?

Mr. TREADWAY. Yes, sir.

Mr. VINSON. That will eliminate any question of his resigning for the purpose of accepting this position.

Mr. TREADWAY. I will get further details from the family. The man's mother is the one particularly anxious about it. She has been down here. She is the widow of a naval officer. She visited the former Secretary and, I think, she visited the new Secretary in advocacy of the bill. I think the boy is discouraged about it and has not out the interest in it himself that, perhaps, he would have done if he had thought there was a better chance for results.

I will get the data, and if you will let the matter rest until I can get it I shall appreciate it very much.

(Thereafter Mr. Treadway submitted the following for the record:)

STATEMENT OF MR. WRIGHT MADE IN RESPONSE TO REQUEST OF CONGRESSMAN  
TREADWAY.

PITTSFIELD, MASS., June 27, 1921.

HON. ALLEN T. TREADWAY,  
Committee on Ways and Means,  
House of Representatives, Washington, D. C.

DEAR SIR: In reply to your kind letter received this date, asking for certain information, I would reply as follows:

1. My resignation from the naval service was accepted and took effect on January 5, 1920, at the receiving ship *Bay Ridge*, Brooklyn, N. Y.
2. I was given a physical examination on that station just prior to my discharge.
3. My employment with the General Electric Co. began on March 1, 1920.
4. I had had no correspondence with the General Electric Co. prior to my resignation, nor any understanding with that or any other company that I could secure employment with them.

Yours, very truly,

W. L. WRIGHT.

Subscribed and sworn to before me this 27th day of June, 1921.

[SEAL.]

DAVID J. PRATT,  
Notary Public.

My commission expires November 11, 1921.





[No. 107.]

**JAMES H. GORDON.**

**A Hearing on the Bill (H. R. 4437) "For the Relief of James H. Gordon."**

**Before the**

**Subcommittee on Private Bills**

**of the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Friday, June 24, 1921.**

The subcommittee being in session, Hon. Milton Kraus, chairman of the subcommittee, presiding:

Mr. KRAUS. We will now hear Mr. Darrow on the bill (H. R. 4437) "For the relief of James H. Gordon." The Navy Department has reported adversely; what are the facts?

**Statement of HON. GEORGE P. DARROW, Representative in Congress from Pennsylvania.**

Mr. DARROW. This man deserted, or at least left, the naval service and enlisted in the Army. I think I had better read the letter from The Adjutant General under date of May 27, 1921:

WAR DEPARTMENT,  
THE ADJUTANT GENERAL'S OFFICE,  
Washington, May 27, 1921.

HON. GEORGE P. DARROW,  
*House of Representatives.*

DEAR SIR: Referring to your letter of the 23d instant, in which you request to be furnished with the military record of James H. Gordon, who, it is stated, served in Company C, Twelfth New Hampshire Infantry, Civil War, I have the honor to inform you as follows:

The records of this office show that James H. Gordon was enrolled November 27, 1863, at Concord, N. H., and was mustered into service the same day as a private of Company C, Twelfth Regiment New Hampshire Volunteer Infantry, to serve three years; was wounded June 3, 1864, at Cold Harbor, Va., and was honorably discharged as a private to date October 5, 1864.

Very respectfully,

P. C. HARRIS,  
*The Adjutant General.*

Mr. VINSON. Is he the same Gordon of Pennsylvania?

Mr. DARROW. Yes, sir.

Mr. VINSON. Are you acquainted with him?

Mr. DARROW. I know him; yes, sir.

Mr. KRAUS. He was discharged in October, 1864?

Mr. DARROW. Yes, sir; he was discharged October 5, 1864. He was wounded June 3, 1864.

Mr. VINSON. And is he drawing a pension?

Mr. DARROW. He was drawing a pension all these years, but in some way this record came up and he was denied the pension.

Mr. VINSON. Has he been receiving the pension?

Mr. DARROW. No, sir. This is simply so he may be restored to the pension roll.

Mr. KRAUS. Did he get a bounty on entering the Army?

Mr. DARROW. There is no record of any bounty, but there was a statement made and I think I have that.

Mr. VINSON. What was his reply as to the reason for deserting?

Mr. DARROW. The report was that they did not need to report back to the ship.

Mr. MCPHERSON. You know him personally, I suppose?

Mr. DARROW. Yes, sir; very well.

Mr. MCPHERSON. There is no question but what Gordon did serve in the Navy?

Mr. DARROW. There is no question. He had a Navy pension and it was revoked.

Mr. VINSON. Please put in the record what you know about his desertion.

Mr. DARROW. Yes, sir. He explains the difference in his name by saying that "Gillan was my family name and I took the same when I enlisted in the United States Navy."

Mr. MCPHERSON. His true name was Gordon?

Mr. DARROW. Yes, sir.

I have here a letter from the Bureau of Pensions in reference to this situation.

Mr. MCPHERSON. Their records are just furnished from The Adjutant General's office. What do they say?

Mr. DARROW (reading):

DEPARTMENT OF THE INTERIOR,  
BUREAU OF PENSIONS,  
Washington, D. C., April 23, 1921.

HON. GEORGE P. DARROW,  
House of Representatives, Washington, D. C.

MY DEAR MR. DARROW: In reply to your letter of the 20th instant concerning the above-designated case, with which you inclosed a statement from the Secretary of the Navy to the effect that he was unable to identify the service of James H. Gillan either from the enlisted files or the muster roll of the U. S. S. *Dakota* or *Iroquois*, I have the honor to advise you that a report from the Bureau of Navigation, dated May 14, 1903, on file in this bureau, states that James H. Gillen enlisted February 10, 1862, at New York, N. Y., for three years. Served on board the *North Carolina*, *Dacotah*, *Columbia*, *Iroquois*, and *Florida*, and deserted from the last-named vessel October 4, 1863. A report from the Auditor for the Navy Department, dated September 17, 1912, shows that James H. Gillen enlisted February 10, 1862; served on the *North Carolina* to February 25, 1862; on the *Dacotah* to November 4, 1862; on the *North Carolina* to January 12, 1863; on the *Iroquois* to October 3, 1863; on the *Florida* to October 11, 1863. Marked as a deserter October 11, 1863, from the *Florida*.

It is hoped that the above statement will furnish you the information desired.

A copy of this letter is herewith inclosed for your convenience.

Very truly, yours,

WASHINGTON GARDNER, *Commissioner*.

Mr. VINSON. What does he say with reference to his desertion?

Mr. DARROW. That is all he says in reference to that.

Mr. MCPHERSON. What organization was his service rendered in?

Mr. DARROW. Company C, Twelfth New Hampshire Infantry.

Here is a letter from Mr. Gordon which I will present.

Mr. DRANE. That is the letter I am interested in.

Mr. DARROW. I am very positive that the man did not get a bounty. Here is the man's brief statement:

NO. 4519 NORTH CAMAC STREET,  
Philadelphia, Pa., September 2, 1920.

HON. GEORGE DARROW,  
Member of Congress, Washington, D. C.

DEAR SIR: I write to you regarding whether you would interest yourself in my behalf and have my name restored to the pension rolls by a special act of Congress. I was on the pension rolls under certificate No. 367894, general law, as "James Gordon (alias James H. Gordon)," late private, C, Twelfth New Hampshire Infantry, of \$24 per month for gunshot wound of right thigh, and was dropped from the pension rolls because of the fact that I being marked a deserter from the United States Navy.

I did serve in the United States Navy on board the U. S. S. *Dakota* and *Iroquois* for about 15 months and deserted to join the Army, C, Twelfth New Hampshire Infantry, which regiment I served in for about 11 months under my correct name, James Gordon. I served in the United States Navy under the name of "James H. Gillan" as a boy.

I am now 75 years of age and entirely dependent, not being able to work, and anything or interest that you can take in my behalf will be greatly appreciated.

Very respectfully,

JAMES H. GORDON.

He was a boy while in the Navy. He is now 75 years of age.

Mr. BURDICK. We want to know why he deserted.

Mr. DARROW. Yes, sir.

(The committee has since received from the office of the State treasurer, Concord, N. H., the following advice on the question of bounty paid to James H. Gordon:)

THE STATE OF NEW HAMPSHIRE,  
OFFICE OF STATE TREASURER,  
Concord, June 28, 1921.

HON. THOMAS S. BUTLER,  
Chairman Committee on Naval Affairs, House of Representatives, United States,  
Washington, D. C.

DEAR SIR: Your letter of the 25th addressed to Adj. Gen. C. W. Howard has been handed to me for reply.

Upon examining my records I find there was paid to James H. Gordon, Company C, Twelfth Regiment New Hampshire Volunteer Infantry, on May 12, 1864, \$100 bounty.

The record shows that he enlisted November 27, 1863, was mustered in November 27, 1863, as a private; was wounded June 3, 1864, Cold Harbor, Va., discharged October 5, 1864, Portsmouth Grove, R. I.

Respectfully, yours,

JOHN W. PLUMMER,  
State Treasurer.



Mr. ...  
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[No. 108.]

**CORNELIUS DUGAN.**

**Hearing on the Bill (H. R. 1290) "For the Relief of Cornelius Dugan."**

**Before the**

**Subcommittee on Private Bills**

**of the**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

**Friday, June 24, 1921.**

The subcommittee being in session, Hon. Milton Kraus, chairman of the subcommittee, presiding.

Mr. KRAUS. We will now hear Mr. Darrow on the bill (H. R. 1290) for the relief of Cornelius Dugan.

**Statement of HON. GEORGE P. DARROW, Representative in Congress from Pennsylvania.**

Mr. DARROW. Mr. Dugan wants to be placed on the retired list of the Navy as a lieutenant commander.

Mr. McPHERSON. What is the present status?

Mr. DARROW. Gunner in the Navy.

Mr. VINSON. What are the facts, Mr. Darrow?

Mr. DARROW. Mr. Dugan wrote me a letter under date of May 7, 1921, in which he said:

Thursday last I had an interview with the Assistant Secretary of the Navy. He was very cordial. This a. m. I received a letter from him. I quote (leaving out the usual heading, etc.):

"In reply you are advised that the department does not desire to express an opinion on the merits of the proposed legislation (H. R. 1290) until the matter shall have been referred to it by the proper committee in Congress."

I had interviewed the Secretary (Mr. Roosevelt, Acting) with the object of making him familiar with my side of the case. I expected no opinion until called for by the committee.

I called on the Bureau of Navigation and was referred by the chief to his assistant, Capt. Williams. Capt. Williams expressed the "greatest sympathy" for me. I can see the bureau does not care to place its approval on my claim, even though it believes I am worthy of the promotion (only the old prejudice).

I have not asked for sympathy. I ask only for what I should have had years ago. I recognize there is nothing personal in this opposition.

I believe a word with the Secretary and the Assistant Secretary and the merits of my petition pointed out to them will knock out anything they can bring forward against my promotion. I will very cheerfully face any person or argument that may be offered.

Senator Miles Poindexter has taken a great interest in my case.

We must have the Secretary and the Assistant Secretary given our side of the question before they act.

With many thanks for the interest you have taken and sincere wish for your future success, I am,

Very sincerely, yours to command,

CORNELIUS DUGAN,  
United States Navy.

P. S.—I am booked for Europe (the battle fields) 28th of this month.

Yours, etc.,

DUGAN.

Mr. VINSON. What are the facts in the Dugan case?

Mr. DARROW. If you want to get the real facts about the Dugan case, it has been before the committee on several occasions, and I think all the facts are a matter of record. (See committee hearings for 66th Cong., 2d sess., at p. 2816.)

Mr. VINSON. We have the previous committee report and statement?

Mr. DARROW. Yes, sir.

Mr. KRAUS. The report made on the bill at the last Congress is just exactly like this report.

Mr. VINSON. Do you know Mr. Dugan?

Mr. DARROW. Yes, sir. He is one of the most remarkable old gentlemen that I have seen in my life.

Mr. VINSON. Did he perform some very heroic duty in the war?

Mr. DARROW. He claims to have done so.

Mr. VINSON. What ship was he on during the war?

Mr. DARROW. I do not know.

Mr. VINSON. Mr. Chairman, I should like to have inserted in the record at this place the memorandum of the Chief of the Bureau of Navigation in regard to the record of Cornelius Dugan.

Mr. KRAUS. Very well.

(The memorandum referred to by Mr. Vinson follows:)

NAVY DEPARTMENT,  
BUREAU OF NAVIGATION,  
Washington, D. C., January 19, 1921.

Memorandum for the Chief of Bureau.

This is the service record of Cornelius Dugan. His efficiency record is "very good" to "excellent." It is noted that on April 13, 1911, he was promoted to commissioned chief warrant rank, to rank with but after lieutenant (j. g.) on the retired list from April 3, 1901. The act which promoted him promoted other officers with service in the Spanish American War.

Cornelius Dugan had service on active duty during the present war from 1917 to 1919. He was promoted temporarily in accordance with the act of July 1, 1918, to lieutenant on the retired list. In accordance with the same act he was promoted permanently with the pay and allowances of lieutenant on May 23, 1919. His temporary appointment to the rank of lieutenant was revoked when he was placed on inactive duty, but it remained effective as to pay, which was that of lieutenant.

It appears, therefore, that Cornelius Dugan was promoted as a result of his service in the Spanish American War one grade in pay, namely, from ensign to lieutenant (j. g.). As a result of his service and war legislation in the last war he was promoted to the permanent pay of lieutenant. This would appear to be sufficient.

Practically all retired officers of his rank and time have had at least one promotion in pay as a result of the last war. It is not believed that these officers should receive any further recognition. If Cornelius Dugan were promoted to lieutenant commander, many other requests would be submitted immediately for the same thing.

Respectfully,

J. S. McCain.

[Second indorsement.]

JANUARY 13, 1921.

From: Chief of Bureau of Navigation.

To: The Judge Advocate General.

Subject: Bill (S. 4724) "For the relief of Cornelius Dugan."

1. Returned.

2. The bureau is opposed to the enactment of the legislation proposed in the attached bill (S. 4724) on the grounds that Chief Gunner Dugan was, upon his retirement, advanced to rank with, but after, lieutenant (junior grade) under the act of March 3, 1899, in recognition of his services during the Civil War, and there is no good reason for further advancement. Further, it is legislation individual in character to which the bureau has been consistently opposed.

THOS. WASHINGTON.

## TRANSCRIPT OF SERVICE OF CORNELIUS DUGAN.

March 3, 1899: Chief gunner, on duty naval powder depot under New York yard.

April 5, 1899: Commissioned from March 3.

December 31, 1899: Total service to date.

January 2, 1900: To Ione Station, N. Y., special temporary duty.

April 26, 1900: Detached from Lake Denmark, N. J., April 30, and to Iona Island, N. Y., May 1.

November 19, 1900: President naval examining board, New York, 26th instant.

December 31, 1900: Total service to date.

January 19, 1901: Detached 25th, and to receiving ship *Richmond* 26th instant.

April 2, 1901: Detached. Home and wait orders.

April 3, 1901: Transferred to the retired list this date. (Sec. 1443, R. S., and sec. 11, act of Mar. 3, 1899.)

September 6, 1902: To New York September 10 and return home.

December 8, 1902: To the navy yard, League Island, Pa.

December 31, 1902: Total service to date.

December 31, 1903: Total service to date.

December 16, 1904: Detached and to the receiving ship *Lancaster*.

December 27, 1904: Detached and home.

December 31, 1904: Total service to date.

February 1, 1905: To the navy yard, League Island, Pa., for duty.

December 31, 1905: Total service to date.

December 31, 1906: Total service to date.

December 31, 1907: Total service to date.

December 31, 1908: Total service to date.

July 9, 1909: Detached July 15, home and report.

December 31, 1909: Total service to date.

December 31, 1910: Total service to date.

April 13, 1911: Commissioned a chief gunner in the Navy, to rank with, but after, lieutenant (junior grade), on the retired list, from April 3, 1901.

April 7, 1917: To duty as assistant inspector of ordnance, works of William Cramp & Sons, Philadelphia, Pa.

December 31, 1917: Total service to date.

July 1, 1918: Lieutenant (T.).

October 14, 1918: Temporarily appointed from July 1, 1918, act of July 1, 1918.

October 24, 1918: Accepted appointment and executed oath of office.

December 31, 1918: Total service to date.

May 23, 1919: Entitled to permanent pay and allowances of lieutenant from July 1, 1918, under provisions of act of Congress approved July 1, 1918.

November 1, 1919: Detached November 12 (fourth naval district) to home and relieved from all active duty.

December 4, 1919: Temporary appointment as a lieutenant revoked, effective upon arrival home. Reverts to rank of chief gunner, retired list.

(Thereupon the subcommittee proceeded to the consideration of executive business.)



[No. 109.]

**PROVIDING FOR TRANSFER TO THE REGULAR NAVY OF  
CERTAIN CHAPLAINS OF THE NAVAL RESERVE FORCE.  
(H. R. 7264.)**

**DEPARTMENT OF THE NAVY,**

*Washington, July 15, 1921.*

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

MY DEAR MR. CHAIRMAN. Replying further to the committee's letter of June 23, 1921, inclosing a bill (H. R. 7264) "Providing for transfer to the Regular Navy of certain chaplains of the Naval Reserve Force," and requesting an expression of my views thereon, and also your letter of July 13, 1921, requesting positive information as to the number of chaplains covered by said bill, I have the honor to inform you that a careful investigation of the records discloses that the provisions of the proposed bill as now drawn will make only two chaplains now in the Naval Reserve Force eligible for transfer to the Regular Navy. These two chaplains are John J. Brokenshire and Edwin B. Niver, both of whom were over 50 years of age on June 4, 1920, the date of the approval of the naval appropriation act for the fiscal year ending June 30, 1921, and who now hold the confirmed rank of commander in the United States Naval Reserve Force.

While it is the general policy of the department not to recommend the passage of legislation which is individual in character, the two cases covered by the bill (H. R. 7264) have considerable merit and, therefore, if in the exercise of its judgment your committee takes favorable action on said bill the same will meet with the approval of the department.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

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**JOHN JAY BROKENSHIRE (H. R. 7264).**

**NAVY DEPARTMENT,  
BUREAU OF NAVIGATION,  
Washington, D. C., June 14, 1921.**

**TRANSCRIPT OF SERVICE OF JOHN J. BROKENSHIRE (CH. C), COMDR. U. S. N. R. F.-2.**

**Aug. 1, 1862.** Born in Canada.  
**Apr. 6, 1917.** Commissioned chaplain with rank of lieutenant commander in the Naval Militia, Rhode Island.  
**Apr. 7, 1917.** Called into the service of United States and to Federal rendezvous, navy yard, Boston, Mass.  
**May 4, 1917.** Detached duty in navy yard, Boston, Mass., and to duty on board U. S. S. *Louisiana*.  
**July 20, 1917.** Executed O. and A. as lieutenant commander National Naval Volunteers.

- July 31, 1917. Detached U. S. S. *Louisiana* and to report to commandant navy yard, Charleston, S. C., for duty.
- Aug. 12, 1917. Admitted treatment United States Naval Hospital, Charleston, S. C.
- Nov. 5, 1917. Ten days additional duty, upon a speaking tour in the Southeastern States in connection with Y. M. C. A., and return.
- Apr. 20, 1918. Granted 12 days' leave.
- July 1, 1918. Transferred to the United States Naval Reserve Force by act of Congress approved July 1, 1918.
- Aug. 12, 1918. Admitted treatment to Naval Hospital, Charleston, S. C., Aug. 12, 1918.
- June 25, 1919. Detached sixth naval district to *Martha Washington* for duty as relief.
- July 3, 1919. Given the provisional grade of commander, Class 2, to rank from June 27, 1919.
- Aug. 2, 1919. Executed O. and A.
- Nov. 5, 1919. Detached *Martha Washington* to duty naval training station, Gulfport, Miss.
- June 1, 1920. Reenrolled in the United States Naval Reserve Force for a period of four years from July 20, 1920, as provisional commander (Ch. C). Given the confirmed commission as lieutenant commander, to rank from July 20, 1917.
- June 9, 1920. Leave 30 days, June 15, to July 14.
- June 12, 1920. Accepted O. and A. of reenrollment and confirmed commission.
- June 24, 1920. Given the confirmed commission as chaplain commander.
- July 21, 1920. Executed O. and A. as confirmed commander.
- Feb. 15, 1921. Detached naval training camp, Gulfport, Miss., to naval prison, Portsmouth, N. H., for duty.
- May 18, 1921. Detached naval prison, Portsmouth, N. H., and to home and await orders, authorized to delay until June 25, 1921, in reporting home, and honorably discharged from active service same date.

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EDWIN BARNES NIVER (H. R. 7264).

NAVY DEPARTMENT, BUREAU OF NAVIGATION,  
Washington, D. C., June 15, 1921.

TRANSCRIPT OF RECORD OF SERVICE OF EDWIN BARNES NIVER, COMMANDER (Ch. C.),  
U. S. N. R. F.

- July 9, 1863. Born in Scott, N. Y.
- Nov. 1, 1901. Commissioned chaplain (lieutenant) in the Naval Militia of Maryland.
- Apr. 21, 1917. Chaplain, lieutenant, National Naval Volunteers.
- Apr. 21, 1901. Accepted and executed oath of office.
- June 8, 1917. To duty United States service, report to senior officer (S. D.) present, marine camp of instruction, Quantico, Va.
- June 20, 1917. Commissioned chaplain with rank of lieutenant in the National Naval Volunteers, dating from Apr. 21, 1917.
- July 1, 1918. Chaplain, lieutenant, Naval Reserve Force, class 2. Transferred to United States Naval Reserve Force by acts of Congress, approved July 1, 1918.
- July 26, 1918. To additional temporary duty Parris Island, S. C., and return, connection religious work at the marine barracks (S. D.).
- Sept. 15, 1918. Chaplain, lieutenant commander, Naval Reserve Force, class 2.
- Nov. 13, 1918. Given the provisional rank and grade of chaplain, lieutenant commander, in the Naval Reserve, class 2, to rank from Sept. 15, 1918. Accepted and executed oath of office.
- June 27, 1919. Chaplain, commander No. 2, Naval Reserve Force, class 2.
- July 3, 1919. Given the provisional grade of chaplain with rank of commander in the Naval Reserve, class 2, to rank from June 27, 1919.
- July 11, 1919. Accepted and executed oath of office.
- Feb. 4, 1920. Temporary additional duty to Marine Corps headquarters, Washington, D. C., and return.
- Feb. 26, 1920. Given the confirmed commission of lieutenant (Ch. C.) in the Naval Reserve, class 2, to rank from Apr. 21, 1917.

- Mar. 31, 1920.** Having reenrolled in the United States Naval Reserve Force for a period of four years from Apr. 21, 1917, hereby given the provisional rank of commander (Ch. C.) in the Naval Reserve, class 2, to rank from June 27, 1919.
- Apr. 15, 1920.** Accepted and executed oath of office of reenrollment.  
Accepted and executed oath of confirmed commission.
- May 1, 1920.** To temporary additional duty proceed to Washington, D. C., for attendance at a chaplains' conference to be held at the Navy Department.
- Aug. 20, 1920.** Given a confirmed commission as chaplain with rank of commander in the Naval Reserve, class 2, to rank from June 27, 1919.

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[H. R. 7264, Sixty-seventh Congress, first session.]

A BILL Providing for transfer to the Regular Navy of certain chaplains of the Naval Reserve Force.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the naval appropriation act approved June 4, 1920, is hereby amended so that any chaplain in the Naval Reserve Force who was more than fifty years of age on the date of said act and who now holds the confirmed rank of commander may be transferred to and appointed in the same permanent grade and rank in the Regular Navy as in additional number not in the line of promotion and not eligible for retirement other than for physical disability incurred in the line of duty: *Provided,* That any chaplain transferred to the Regular Navy in accordance with this authorization shall be wholly retired without pay upon attaining the age of sixty-four years.

○

21, 1930. Having received in the United States Naval Reserve Force for a period of four years from Apr. 21, 1917, the following is the proposed rank of commander (Lt. Col.) in the Naval Reserve Force to be made from June 21, 1930.

15, 1930. Accepted and accepted with conditions of commission.

1, 1930. To temporary additional duty assigned to Washington, D. C., for attendance at a captain's conference to be held at the Navy Department.

20, 1930. Given a confirmed commission as captain with rank of commander in the Naval Reserve Force, dated June 21, 1917.

[H. R. 7381, Sixty-seventh Congress, First Session.]

The President for transfer to the Regular Navy of certain captains of the Naval Reserve Force.

It is enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the naval reservation act approved June 4, 1917, be amended so that any captain in the Naval Reserve Force who was more than five years of age on the date of said act and who now holds the confirmed rank of captain may be transferred to and appointed in the same permanent grade and in the Regular Navy as in additional number not in the line of promotion and eligible for retirement after three full physical disabilities incurred in the line of duty. That any captain transferred to the Regular Navy in accordance with this authorization shall be wholly without pay upon attaining the age of sixty years.



[No. 110.]

**GILBERT SMITH GALBRAITH.**

(H. R. 1292, Sixty-seventh Congress.)

**SUBCOMMITTEE ON PRIVATE BILLS,  
COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,**

**Friday, June 24, 1921.**

Mr. KRAUS. We will now hear Mr. Darrow on the bill H. R. 1292, for the relief of Gilbert Smith Galbraith, a commander on the active list of the United States Navy.

**Statement of HON. GEORGE P. DARROW, a Representative in Congress from the State of Pennsylvania.**

Mr. DARROW. Here is a very efficient officer of the Navy who has a letter that seems to me to be a very high commendation from the Secretary of the Navy. He was injured in the service so that he can not perform sea duty, but he gets around all right and performs his duty excellently. Because of that, he is not eligible for advancement. Otherwise he would be.

Mr. VINSON. Has he been found physically disqualified?

Mr. DARROW. Yes, sir.

Mr. KRAUS. On account of disability originating in the service?

Mr. DARROW. Entirely originating in the service, an injury to his leg, but all during the war he has been performing extraordinary service for the Government.

Mr. MCPHERSON. How long has he been in the Navy?

Mr. DARROW. He was a graduate of Annapolis.

Mr. VINSON. Please give his name and grade?

Mr. DARROW. Commander Gilbert S. Galbraith. The Secretary says this:

I hereby certify that the duties on shore which you have been performing since April, 1917, and are now performing are so highly important within the meaning of the proviso quoted above that you can not be spared from your present assignment.

Mr. KRAUS. What was the date of that letter?

Mr. DARROW. May 23, 1921. It seems unfortunate that a man of his type and his excellent service should have met with an injury which does not interfere at all with his walking or with getting around to do any kind of duty, that seems to be a bar to advancement.

Mr. VINSON. We would have to create an additional number?

Mr. DARROW. A man without that injury would be entitled to advancement.

Mr. VINSON. I understand, but under the law he would have to be advanced by an additional number?

Mr. DARROW. I suppose so.

Mr. VINSON. In this letter the Secretary of the Navy says:

This officer is of the permanent Navy. He is not physically qualified to perform duties afloat, due to injuries received in the line of duty. It appears that the purpose of the proposed bill is to increase his chances for promotion. The department is opposed to the creation of further additional numbers on the Navy list.

Mr. BURDICK. Is that right; he is not physically qualified?

Mr. McPHERSON. For sea duty; but he is qualified for a certain kind of service performed ashore.

Mr. DARROW. He has been going all over the country as an ammunition officer.

Mr. DRANE. Please read the whole letter into the record.

Mr. DARROW (reading):

NAVY DEPARTMENT,

Washington, May 23, 1921.

From: Secretary of the Navy.

To: Commander Gilbert S. Galbraith, United States Navy, naval ammunition depot, Fort Mifflin, Pa.

Via: Commandant, fourth naval district.

Subject: Designation of shore duties performed.

1. The following is quoted from the naval appropriation act of July 1, 1918:

"That the naval appropriation act of August twenty-ninth, nineteen hundred and sixteen (Thirty-ninth Statutes at Large, page five hundred and seventy-nine), be and the same is hereby amended by the insertion of a new proviso immediately after the clause 'On and after June thirtieth, nineteen hundred and twenty, no captain, commander, or lieutenant commander shall be promoted unless he has had not less than two years' actual sea service, on seagoing ships, in the grade in which serving, or who is more than fifty-six, fifty, or forty-five years of age, respectively,' the proviso reading as follows: 'Provided, That in exceptional cases where officers are specifically designated during war or national emergency declared by the President by the Secretary of the Navy as performing, or as having performed, such highly important duties on shore that their services can not be or could not have been spared from such assignment without serious prejudice to the successful prosecution of the war, the qualification of sea service in the cases of those officers so specifically designated shall not apply while the United States is at war, or during a national emergency declared by the President, or within two and one-half years subsequent to the ending of such war or national emergency.'"

The Secretary quoted that.

Mr. VINSON. That is the law?

Mr. DARROW. Yes, sir.

I hereby certify that the duties on shore which you have been performing since April, 1917, and are now performing are so highly important within the meaning of the proviso quoted above that you can not be spared from your present assignment.

A copy of this letter has been filed with your official efficiency record.

The Secretary and everybody else to whom I have talked think that Galbraith should be advanced.

Mr. KRAUS. Why does he not advance him?

Mr. DARROW. Because the board will not pass him physically.

Mr. VINSON. Here is what the Secretary says:

Furthermore, the proposed legislation is for the sole benefit of an individual whose record is not deemed to be of such exceptional spirit as to warrant special preferment, and hence it is of a class to which the department is opposed as not being for the best interests of the service in general.

Mr. DRANE. What is the date of that letter?

Mr. DARROW. May 23, 1921.

Mr. DRANE. That letter was written subsequent to the Secretary's report to the committee.

Mr. McPHERSON. The question which Mr. Kraus asks is pertinent. He quotes this general law that gives authority to do the very thing that the proposed bill gives him the authority to do. There is no occasion for us to pass a law, because the proviso provides that if he is already performing such duty, even though he is not qualified, he may be promoted. It reads:

*Provided, That in exceptional cases where officers are specifically designated during war, or national emergency declared by the President, by the Secretary of the Navy as performing, or as having performed, such highly important duties on shore that their services could not be or could not have been spared from such assignment without serious prejudice to the successful prosecution of the war, the qualification of sea service in the cases of those officers so specifically designated shall not apply while the United States is at war, or during a national emergency declared by the President, or within one and one-half years subsequent to the ending of such war or national emergency. I hereby certify that the duties on shore which you have been performing since April, 1917, and are now performing are so highly important within the meaning of the proviso quoted above that you can not be spared from your present assignment.*

Mr. KRAUS. I make a motion that the subcommittee refer back to the department for further recommendation the letters of May 12 and May 23.

Mr. VINSON. Because we are of the opinion that under the letter of May 23 the Secretary has the right, under his own statement, to do what the bill asks to be done.

(The following is a further reply to the letters of May 12 and May 23, referred to above:)

DEPARTMENT OF THE NAVY.  
Washington, July 18, 1921.

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to your committee's letter of June 25, 1921, with reference to the case of Commander Gilbert Smith Galbraith, and requesting further consideration and report thereon, I have the honor to inform you that the department adheres to its recommendation contained in its letter of May 12, 1921, to the effect that the bill (H. R. 1292) granting authority to appoint Commander Gilbert Smith Galbraith, United States Navy, as an additional number in his grade be not favorably considered.

The department's letter of May 23, 1921, referred to in your communication is a form letter prepared under the provisions of the act of July 1, 1918, and issued to all officers performing shore duty of such importance that their services can not be or could not have been spared from such assignment for sea duty. The letter was issued to safeguard the interests of the officers who required a certain length of sea service before being selected by a board of selection for promotion. It was issued to a large number of officers and had no exceptional bearing on the merits of the case of Commander Gilbert Smith Galbraith.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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That an experimental series where officers are specially designated during  
certain periods of the year, by the presence of the day  
and of the various personnel, such highly important duties as to that they  
it would not be so could not have been carried out with the same  
efficiency as the present organization of the work. The organization of the  
experimental series as specially designated shall not be a subject of  
discussion. During the experimental period, the experimental series  
of the day shall remain in the position of such work as is assigned to them  
and they shall be the same as those which you have been carrying out  
and are now carrying out so highly important within the meaning of  
the present series that you can not be carried from your present position.

I make a motion that the experimental series shall  
be continued for further recommendation the letter of May 12  
day 21.

I know. Because we are of the opinion that under the plan  
of the Secretary has the right under the new conditions to  
at the day to be done.

Following is a further reply to the letter of May 12 and May

1901 (to be done).

The following is a further reply to the letter of May 12 and May

1901 (to be done).

The following is a further reply to the letter of May 12 and May

1901 (to be done).

The following is a further reply to the letter of May 12 and May

[No. 111.]

**JABEZ BURCHARD.**

(H. R. 3263, Sixty-seventh Congress.)

**DEPARTMENT OF THE NAVY,**

Washington, June 30, 1921.

**IRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

**DEAR MR. CHAIRMAN:** Replying further to the committee's May 28, 1921, inclosing a bill (H. R. 3263) "For the relief of Jabez Burchard," and requesting the department's consideration and action, I have the honor to inform you as follows:

Burchard was appointed an acting third assistant engineer 4, 1865; was honorably discharged January 9, 1868; reenlisted in service September 1, 1870, as second assistant engineer; promoted to assistant engineer on February 24, 1874; and on March 26, 1874, was retired on furlough pay in pursuance of the provisions of a retiring board "that Assistant Engineer Jabez Burchard was fit for active service," and that "the incapacity did not exist in the line of duty."

On January 1, 1877, the Secretary of the Navy in a letter to the Auditor of the Navy Department stated that—

"In full review of all the facts in the case \* \* \* the department is of opinion that the causes which incapacitated him (Burchard) for active duty were incidental to his service and that he should have the higher rates of pay allowed retired officers by section 1588 of the Revised Statutes.

On January 1, 1878, Mr. Burchard was transferred by the President, by and with the advice and consent of the Senate, from the furlough pay list to the 50 per cent retired pay list, under authority of section 1588 of the Revised Statutes.

"For the relief of Jabez Burchard," approved January 5, 1899 (Stat., 1399), provides:

"The Secretary of the Navy be, and he is hereby, authorized and directed to place Jabez Burchard, assistant engineer, United States Navy (retired), from the 50 per cent to the 75 per cent pay list of retired officers under section 1588 of the Revised Statutes of the United States, to take effect from the date of his retirement.

"The transfer directed by this statute has been made.

"From the time thereafter Assistant Engineer Burchard requested that he be promoted to the rank and retired pay of the next higher grade, pursuant to the provisions of the act of June 29, 1906 (34 Stat., 554), as follows:

"If any officer of the Navy not above the grade of captain who served with credit as a commissioned officer or as an enlisted man in the Regular or Volunteer forces during the Civil War from April 9, 1865, otherwise than as a cadet, and whose name is borne on the roster of the Navy, and who has heretofore been, or may hereafter be, retired on furlough pay on account of wounds or disability incident to the service, or on account of age or, after service, may, in the discretion of the President, by and with the advice and consent of the Senate, be placed on the retired list of the Navy with the rank and retired pay of one grade above that actually held by him at the time of retirement:

*Provided*, That this act shall not apply to any officer who received an advance of grade at or since the date of his retirement or who has been restored to the Navy and placed on the retired list by virtue of the provisions of a special act of Congress.

By letter of January 25, 1909, this department submitted the above request to the Attorney General for an opinion thereon. On March 13, 1909, the Attorney General ruled (27 Op. Atty. Gen., 221) that the foregoing act of January 5, 1909, authorized the transfer of Jabez Burchard from the half-pay list to the 75 per cent pay list, thus increasing his rate of retired pay to as much as it would have been if he had been retired pursuant to the provisions of section 1588, Revised Statutes, but that it did not entitle him to the rank and retired pay of the next higher grade pursuant to the provisions of the foregoing act of June 29, 1906, because he was not, as a matter of fact, retired "on account of wounds or disability incident to the service"; that the purpose of said act of January 5, 1909, was not to enable the President and Senate to vacate the finding of a retiring board that the incapacity "did not originate in the line of duty," and to decide that it was "the result of an incident of the service," but only to afford the means for his relief from the consequences of such a finding to the extent of transferring him from the furlough pay to the retired pay list, the cause of his retired status remaining the same, and determining his position on the retired pay list; and that, therefore, he is not eligible under said act of June 29, 1906, to be placed on the retired list of the Navy with the rank and retired pay of one grade above that actually held by him at the time of his retirement.

The purpose of the bill (H. R. 3263) is to give him the status of an officer retired on account of wounds or disability incident to the service in order that he may be placed on the retired list in accordance with the foregoing act of June 29, 1906, with the rank and retired pay of one grade above that held by him at the time of his retirement.

The enactment of this bill would afford relief in an individual case as distinguished from all other cases of like character, thereby establishing an undesirable precedent, and would not be for the best interests of the service. The department, therefore, does not recommend that the bill (H. R. 3263) be enacted.

Sincerely, yours,

EDWIN DENBY,  
Secretary of the Navy.

[No. 112.]

**JOSEPH ANTHONY KUNZ.**

(H. R. 6832, Sixty-seventh Congress.)

**DEPARTMENT OF THE NAVY,**  
**Washington, June 30, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying to the committee's letter of June 10, 1921, inclosing a bill (H. R. 6832) "granting six months' pay to Anton Kunz, father of Joseph Anthony Kunz, deceased, machinist's mate, first class, United States Navy, in active service," and requesting the department's consideration and report thereon, I have the honor to inform you that after a careful consideration of the committee's report, a copy of which was inclosed with your communication, the department is constrained to adhere to its recommendation contained in its letter of October 18, 1919, to your committee, to the effect that it does not favor legislation of this character in individual cases, but that it is in favor of restoring by general legislation the six months' gratuity formerly paid to the next of kin of persons dying in the naval service.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

JULY 5, 1921.

MY DEAR MR. SECRETARY: The committee is in receipt of the department's letter dated June 30, 1921 (file No. 26255-547), reporting upon the bill, H. R. 6832, "Granting six months' pay to Anton Kunz, father of Joseph Anthony Kunz, deceased, machinist's mate, first class, United States Navy, in active service."

The committee is constrained very strongly to express its judgment that this report is in no sense an answer to the merits of the bill in question, or to the exigencies of this particular case, and for these reasons:

The "general legislation" which the department proposes as a substitute for this bill has been in force for more than a year, having been passed in the naval appropriation act approved June 4, 1920; and the committee must express its astonishment at the language of this report, which would seem to indicate that the author thereof was not cognizant of the fact.

Secondly, reference is made to a previous report of the department on this case. That report was impertinent, for it hung its argument on section 312 of the war-risk insurance act of October 6, 1917, which had nothing whatever to do with the case. Such right as exists in this case accrued more than two months prior to the passage of that act, and was in no wise affected by its passage, nor by the repeal which it effected, for that repeal was not retroactive.

But the facts of this case are special, and are not and can not be covered by general legislation. Joseph A. Kunz lost his life in active service on July 25, 1917, at a time when the old six months' gratuity law was still in full force and effect. Under that law he had designated his mother as his beneficiary. She died; he did not know it at the time of his death, and hence had no opportunity to change his beneficiary which he could have done. Thus there was a failure of beneficiary. The purpose of this bill is simply to supply that deficiency. So far as the existing law was concerned, Kunz might have designated his father as his beneficiary, in the first place, or might have made him alternate beneficiary.

The full facts of the case are concisely stated in this committee's report on a former bill, a copy of which report is again inclosed for the department's perusal; as also a copy of the hearing on the former bill in the Sixty-sixth Congress. If the department has further comment to make on this case the committee would be pleased to receive it at an early date.

Very truly, yours,

THOMAS S. BUTLER, *Chairman.*

Hon. EDWIN DENBY,  
*Secretary of the Navy.*

DEPARTMENT OF THE NAVY,  
*Washington, July 18, 1921.*

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying to the committee's letter of July 5, 1921, with reference to this department's report of June 30, 1921, upon the bill (H. R. 6832), "Granting six months' pay to Anton Kunz, father of Joseph Anthony Kunz, deceased, machinist's mate, first class, United States Navy, in active service," and stating that if the department has further comment to make on this case the committee would be pleased to receive it at an early date. I wish to state that from the statements made in said letter it is apparent that your committee misunderstands the recommendations submitted in this department's report. The following explanation is therefore offered to further clarify the department's recommendation.

In the first place, in its report above referred to, this department expressed itself as not being in favor of legislation of this character in individual cases. Anton Kunz is not the previously designated dependent relative of Joseph Anthony Kunz, deceased. The mother of the deceased was the previously designated dependent relative, but she died, and there was no further designation made. Anton Kunz, the father, has not been designated, and therefore does not come within the terms of the act in force at the time of the death of Joseph Anthony Kunz (act of August 22, 1912, 37 Stat., 829). His case is, however, not different from a number of other cases which have arisen wherein the six months' gratuity pay was not paid because the designated beneficiary died; consequently the department feels that if relief is to be extended to any one of such cases it should be extended to all by general legislation similar in terms



to that in which it is now extended to the widow or child of the deceased.

In addition to the above the department also expressed itself as being in favor of restoring by general legislation the six months' gratuity formerly paid to the next of kin of persons dying in the naval service. The act of June 4, 1920, reenacted the old death gratuity provision as carried in the act of August 22, 1912, but which was repealed by the war risk insurance act of October 6, 1917. This reenactment, however, did not cover the period from October 6, 1917, to June 4, 1920.

At the time the above report was submitted there was pending before Congress a provision to apply the benefit provided in the act of June 4, 1920, for beneficiaries of persons who died while on active duty in the naval service to the cases of all officers who died on active duty between November 11, 1918, and June 4, 1920. This was a Senate amendment to the naval appropriation bill (H. R. 4803), being incorporated therein as section 12. As this amendment was to be considered in conference between the two Houses of Congress the department felt that if any provision was to be made for the benefit of the beneficiaries of persons in the naval service who died while on active duty prior to the enactment of the act of June 4, 1920, it would favor a general provision restoring the former six months' gratuity from the date of its repeal on October 6, 1917, rather than a limited provision as then carried in said section 12 of the naval appropriation bill, and it expressed its views accordingly in its report for the information of your committee.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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at in which it is now extended to the widow or child of the  
 addition to the above the department also expressed itself as  
 in favor of restoring the general legislation (the six months  
 his formerly paid to the next of kin of persons dying in the  
 service. The act of June 4, 1920, reenacted the old death  
 provision as enacted in the act of August 22, 1912, but  
 was repealed by the war-risk insurance act of October 3,  
 1917. This reenactment, however, did not cover the period from  
 June 4, 1917, to June 4, 1920.

At the time the above report was submitted there was pending  
 in Congress a provision to apply the benefit provided in the  
 act of June 4, 1920, for beneficiaries of persons who died while on  
 duty in the naval service to the cases of all officers who died  
 while on active duty between November 11, 1918, and June 4, 1920.  
 It was a Senate amendment to the naval appropriation bill (H. R.  
 13,000) which was incorporated therein as section 12. As the amend-  
 ment was to be considered in conference between the two Houses  
 the department felt that if any provision was to be  
 made for the benefit of the beneficiaries of persons in the naval  
 service who died while on active duty prior to the enactment of the  
 act of June 4, 1920, it would favor a general provision restoring  
 the six months' gratuity from the date of its repeal on Octo-  
 ber 3, 1917, rather than a limited provision as then carried in said  
 bill of the naval appropriation bill, and it expressed its views  
 therein in its report for the information of your committee.

Sincerely yours,  
 THEODORE ROOSEVELT  
 Chief Secretary of the Navy

[No. 113.]

THOMAS G. ODELL.

(H. R. 7020, Sixty-seventh Congress.)

DEPARTMENT OF THE NAVY,  
Washington, July 2, 1921.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of June 11, 1921, inclosing a bill (H. R. 7020) "Waiving the limit for transfer to the Regular United States Navy in the case of Lieut. Thomas G. Odell," and requesting the department's report thereon, I have the honor to inform you as follows:

The records of this department show that on June 29, 1893, Thomas Odell was appointed an assistant surgeon for temporary service, in the rank of ensign. He was ordered to duty on July 5, 1898, aboard the *Vermont* and *Caesar*, and was honorably discharged on December 1, 1898. On April 2, 1918, he was enrolled in the Naval Reserve Force in the provisional rank of lieutenant (junior grade) and on May 14, 1918, he was ordered to duty. On December 23, 1918, he was promoted to lieutenant (M. C.), class 2, and is still on active duty.

The purpose of this bill (H. R. 7020) is to waive in this particular case the age limit of 43 years prescribed by section 5 of the act of June 4, 1920, for transfer to the permanent Medical Corps. Mr. Odell was born at Ogden, Utah, on April 3, 1873, being now over 48 years of age, and therefore over 5 years past the age limit as prescribed in the act above referred to.

It has been the settled policy of the department not to waive the statutory age limits for appointment in the regular Navy, for if it were the age limits in any case it would follow as a matter of course that others would feel discriminated against if waivers were not extended to them under similar circumstances. The department also does not favor legislation of this character because of the general satisfaction resulting therefrom and, while it may sympathize with the individual who desires to have those conditions waived, it does not approve of making exceptions to general legislation in individual cases.

In view of the foregoing, the department does not recommend that the bill (H. R. 7020) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*



[No. 118.]

THOMAS B. ODELL.

U. S. SENATE, WASHINGTON, D. C.

DEPARTMENT OF THE NAVY.

Washington, July 2, 1881.

THOMAS B. ODELL, Esq.,

House of Representatives,

Sir: I have the honor to inform you as follows: The records of the department show that on June 20, 1863, Thomas Odell was appointed an assistant surgeon for temporary service, and was ordered to duty on July 5, 1863. He was promoted to surgeon on the 1st of August, 1863, and was honorably discharged on the 1st of August, 1863. On April 2, 1875, he was enrolled in the first class of the provisional rank of lieutenant (junior grade) on May 14, 1875, he was ordered to duty. On December 22, 1875, he was promoted to lieutenant (M. C.), class 2, and is still on duty.

The purpose of this bill (H. R. 7030) is to waive in this particular the age limit of 43 years prescribed by section 5 of the act of July 2, 1863, in favor of Thomas Odell, who is now 58 years of age.

I am, Sir, very respectfully, your obedient servant,

[No. 114.]

**JOHN DAVIS.**

(H. R. 4683, Sixty-seventh Congress.)

**DEPARTMENT OF THE NAVY,**  
Washington, July 11, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of June 21, 1921, requesting further report upon the bill (H. R. 4683) "For the relief of John Davis," in view of the information received by your committee that Davis served in the Navy under the name of Tom. Davidson, I have the honor to inform you that one Thomas Davidson enlisted in the Navy January 18, 1863, on board the *Forest Rose* as first-class boy and served on that vessel to August 14, 1863, when he deserted.

The purpose of the proposed bill is to confer upon him the status of having been honorably discharged from the naval service of the United States within the meaning of the pension laws and the laws relating to the National Home for Disabled Sailors.

It will be noted that this man deserted at a time during the Civil War when his services were specially in demand. There is nothing found in his record which would seem to warrant that special consideration be given to his case. The department, therefore, does not recommend that the bill (H. R. 4683) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 114.]

JOHN DAVIS.

(H. R. 4882, Sixty-seventh Congress.)

DEPARTMENT OF THE NAVY.  
Washington, July 11, 1881.

CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS.

House of Representatives.

SIR: I have the honor to acknowledge the receipt of your letter of the 21st inst., requesting further report upon the bill (H. R. 4882) for the relief of John Davis, in view of the information received by your committee that Davis served in the Navy at the name of Tom Davidson. I have the honor to inform you that Thomas Davidson enlisted in the Navy January 15, 1862, and served on that vessel until the 15th of 1863, when he deserted. The purpose of the proposed bill is to credit upon him the status of having been honorably discharged from the naval service of the

[No. 115.]

**FUEL OIL.**

(In response to H. Res. 131, 67th Cong.)

**NAVY DEPARTMENT,  
Washington, July 12, 1921.**

MR. BUTLER: In compliance with House resolution 131, which was received with your letter of June 25, there is herewith a statement showing each contract covering fuel oil to the Navy during the period July 1, 1920, to 1921, as well as the total quantities delivered and total cost received.

These contracts were entered into as a result of competitive invitations to bid having been sent to all companies known facilities for delivery of the grade of oil required.

It is invited to the fact that the fuel oil used by the Navy on the west coast is of a higher grade than that used commercially by the Shipping Board. Bunker fuel oil A is used by the Navy and fuel oil C is used by commercial vessels and by the Shipping Board, and there is usually considerable difference in price between the two grades. On the west coast only one grade of fuel oil is available. This oil has a gravity of approximately 14° Baumé at a point of about 150° closed cup. As a matter of information, attached is a copy of Navy Department Specifications which fully describe the various grades of fuel oil.

Summarized, the attached statement shows that during the period July 1, 1920, to May 31, 1921, the Navy purchased 7,978,000 barrels of fuel oil at a total cost of \$21,780,061.43. West coast deliveries totaled 3,446,729.31 barrels, and deliveries at east coast amounted to 4,531,687.88 barrels. It will be noted that the average cost of oil delivered on the west coast was \$2.16 per barrel, and on the east coast \$3.16 per barrel. The basis of payment in all cases is the barrel of 42 gallons.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Assistant Secretary of the Navy.*

**THOMAS S. BUTLER,**  
*Chairman of Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

## Fuel oil deliveries to United States Navy, July 1, 1920-May 31, 1921

Contract No.—	Supplier.	Contract period.	Barrels fuel delivered (42 gallons each).	Unit price per barrel at terminal.	Terminal.
		1920.			
51597	Standard Oil Co. of California.	July 1-Sept. 30.	196,441.03	\$2.00	San Pedro.....
52110	.....do.....	Oct. 1-Dec. 31.	436,949.67	2.00	Port Richmond and San Pedro
51721	Associated Oil Co.	July 1-Sept. 30.	125,647.10	2.00	Avon, Port Costa, Monterey, Georgia.
52101	.....do.....	Oct. 1-Dec. 31.	202,017.96	2.00	Port Costa.....
N-6197	Shell Co. of California.	July 1-Sept. 30.	64,832.74	2.00	Martinez.....
52067	.....do.....	Oct. 1-Dec. 31.	79,632.28	2.00	.....do.....
51598	Union Oil Co.	July 1-Sept. 30.	184,619.00	2.00	San Luis and San Pedro.
52159	.....do.....	Oct. 1-Dec. 31.	261,980.00	2.00	San Luis.....
51600	General Petroleum Corporation.	July 1-Sept. 30.	57,682.71	2.10	San Pedro.....
52189	.....do.....	Oct. 1-Dec. 31.	56,448.58	2.00	.....do.....
	Total deliveries, west coast.		1,666,251.07		
51088	Texas Co.	July 1-Dec. 31.	1,042,042.04	2.85	Port Arthur.....
50953	Gulf Refining Co.	.....do.....	424,976.22	2.85	.....do.....
51129	Standard Oil Co. of New Jersey.	.....do.....	261,063.78	3.253	New York.....
51128	Standard Oil Co. of Louisiana.	.....do.....	337,584.70	2.85	Baton Rouge.....
	Total deliveries, east coast.		2,065,646.74		
		1921.			
52458	Standard Oil Co. of California.	Jan. 1-Mar. 31.	374,650.68	2.00	Port Richmond and San Pedro
53184	.....do.....	Apr. 1-May 31.	213,922.73	2.00	.....do.....
52461	Associated Oil Co.	Jan. 1-Mar. 31.	97,565.10	2.00	Port Costa.....
53138	.....do.....	Apr. 1-May 31.	417,068.60	2.00	San Pedro.....
N-5349	Shell Co.	Jan. 1-Mar. 31.	98,189.35	2.00	Martinez.....
53141	.....do.....	Apr. 1-May 31.	67,869.89	2.00	.....do.....
52490	Union Oil Co.	Jan. 1-Mar. 31.	240,868.00	2.10	San Pedro.....
53136	.....do.....	Apr. 1-May 31.	61,939.00	2.15	San Luis.....
52463	General Petroleum Corporation.	Jan. 1-Mar. 31.	72,851.67	2.00	San Diego.....
53140	.....do.....	Apr. 1-May 31.	131,889.48	2.00	San Luis.....
	Total deliveries, west coast.		1,776,814.50		.....do.....
52457	Texas Co.	Jan. 1-May 31.	815,329.12	2.47	Port Arthur.....
52477	Atlantic Refining Co.	.....do.....	137,700.83	3.185	Philadelphia.....
52456	Gulf Refining Co.	.....do.....	522,266.16	2.45	Port Arthur.....
52476	Tidewater Oil.	.....do.....	203,093.17	3.17	New York.....
2853	New England Oil Corporation.	.....do.....	787,651.96	3.246	Fall River.....
	Total deliveries, east coast.		2,466,041.14		

## RECAPITULATION.

	July 1-Dec. 31, 1920.		Jan. 1-May 31, 1921.		
	Barrels.	Value.	Barrels.	Value.	Barrels.
West coast deliveries.	1,666,251.07	\$3,451,412.87	1,776,814.50	\$4,000,511.57	3,446,729.3
East coast deliveries.	2,065,646.74	7,072,466.39	2,466,041.14	7,255,670.60	4,531,687.8
Total	3,731,897.81	10,523,879.26	4,242,855.64	11,256,182.17	7,978,417.1

<sup>1</sup> Includes transportation cost from terminals to points of consumption.



[Navy Department Specifications 7-O-1, June 1, 1921.]

## FUEL OIL.

## GENERAL SPECIFICATIONS.

General Specifications for Inspection of Material, issued by the Navy Department, in effect at the date of opening of bids, shall form part of these specifications.

## GRADES.

Fuel oil shall be furnished as required, as follows:

Fuel oil for Diesel engines.

Fuel oil (Navy Standard).

Bunker fuel oil "A."

Bunker fuel oil "B."

Bunker fuel oil "C."

## MATERIAL.

The material shall be as stated in paragraphs 4 and 5.

## GENERAL REQUIREMENTS.

Fuel oil shall be a hydrocarbon oil, free from grit, acid, and fibrous or other matters likely to clog or injure the burners or valves. If required, it shall be filtered by being drawn through filters of wire gauze of 16 meshes to the inch. The area through the strainers shall be at least twice the area of the suction pipe, and the strainers shall be duplicate.

## DETAIL REQUIREMENTS.

**FUEL OIL FOR DIESEL ENGINES.**—Fuel oil for Diesel engines shall conform to the following requirements:

*Flash point.*—The flash point shall be not lower than 150° F. (Pensky-Martens tester).

*Water and sediment.*—Water and sediment combined shall not amount to more than 0.1 per cent.

*Carbon residue.*—The carbon residue shall not exceed 0.5 per cent.

*Precipitation test.*—When 5 c. c. of the oil is mixed with 95 c. c. of petroleum ether and allowed to stand 24 hours, it shall not show a precipitate of sediment of more than 0.25 c. c. (5 per cent by volume of the original oil).

**FUEL OIL (NAVY STANDARD).**—Fuel oil (Navy Standard) shall conform to the following requirements:

*Flash point.*—The flash point shall be not lower than 150° F. (Pensky-Martens tester). In case of oils having a viscosity greater than 30 seconds at 150° F. (Saybolt viscosimeter) (8° Engler), the flash point shall not be below the temperature at which the oil has a viscosity of 30 seconds.

*Viscosity.*—The viscosity shall not be greater than 140 seconds at 70° F. (Saybolt viscosimeter) (40° Engler).

*Sulphur.*—Sulphur shall not be over 1.5 per cent.

*Water and sediment.*—Water and sediment combined shall not amount to over 0.1 per cent.

**BUNKER FUEL OIL "A."**—Bunker fuel oil "A" shall conform to the following requirements:

*Flash point.*—The flash point shall be not lower than 150° F. (Pensky-Martens tester). In case of oils having a viscosity greater than 30 seconds at 150° F. (Saybolt viscosimeter) (8° Engler), the flash point shall not be below the temperature at which the oil has a viscosity of 30 seconds.

*Viscosity.*—The viscosity shall not be greater than 140 seconds at 70° F. (Saybolt viscosimeter) (40° Engler).

*Water and sediment.*—Water and sediment combined shall not amount to over 0.1 per cent.

**BUNKER FUEL OIL "B."**—Bunker fuel oil "B" shall conform to the following requirements:

(1) *Flash point*.—The flash point shall be not lower than 150° F. (Pensky-Martens closed tester).

(2) *Viscosity*.—The viscosity shall not be greater than 100 seconds at 122° F. (Saybolt Furol viscosimeter).

(3) *Water and sediment*.—Water and sediment combined shall not amount to over 1.0 per cent.

(c) **BUNKER FUEL OIL "C."**—Bunker fuel oil "C" shall conform to the following requirements:

(1) *Flash point*.—The flash point shall be not lower than 150° F. (Pensky-Martens closed tester).

(2) *Viscosity*.—The viscosity shall not be greater than 350 seconds at 122° F. (Saybolt Furol viscosimeter).

(3) *Water and sediment*.—Water and sediment combined shall not amount to over 1.0 per cent.

#### METHODS OF TEST, ETC.

6. All fuel oil shall be tested as follows:

**FLASH POINT**.—The flash point of fuel oil shall be determined in the Pensky-Martens closed tester.

The following dimensions are specified for the Pensky-Martens tester:

#### CAP.

Dimension.	Minimum.	Normal.	Maximum.
	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Inside diameter below filling mark.....	1.950	2.000	2.000
Thickness, walls, below filling mark.....	0.120	0.125	0.130
Inside height.....	2.150	2.200	2.250
Thickness, bottom.....	0.070	0.085	0.120
Distance from rim to filling mark.....	0.855	0.865	0.875
Distance, lower surface flange to bottom of cup.....	1.780	1.795	1.810

The inside of the cup may be turned to a slightly larger diameter above the filling mark and the outside may be tapered above the flange, but the wall thickness at the upper edge shall be not less than 0.04 inch. The flange should be approximately  $\frac{1}{4}$  inch wide and should be equipped with devices for locating the position of the lid on the cup and the cup in the stove. A handle attached permanently to the flange of the cup is a desirable accessory.

#### LID.

*Stirring device*.—The lid shall be equipped with a stirring device consisting of a vertical shaft mounted in the horizontal center of the cup. The shaft shall carry two 2-bladed propellers. The blades of both propellers should be approximately  $\frac{1}{8}$  inch wide and should be set at an angle of approximately 45 degrees. The smaller (upper) propeller should have an over-all diameter of approximately  $\frac{1}{2}$  inch. The larger (lower) propeller should have an over-all diameter of approximately  $1\frac{1}{2}$  inches. The plane of the center of the upper propeller shall be 0.4 inch below the level of the rim of the cup. The plane of the center of the lower propeller shall be 2 inches below the level of the rim of the cup.

*Cover proper*. The cover proper shall have a rim projecting downward almost to the flange of the cup and fitting the outside of the cup closely. There shall be a proper locating device engaging with the corresponding locating device on the flange of the cup.

There shall be four openings in the lid, as indicated in figure 1.

Opening A is the area defined by arcs of two circles and the intersected lengths of two radii. The radius of the outer circle shall be not less than 0.938 ( $\frac{3}{4}$ ) inch nor more than 0.969 ( $\frac{3}{4}$ ) inch. The radius of the inner circle shall be not less than 0.531 ( $\frac{1}{2}$ ) inch nor more than 0.563 ( $\frac{1}{2}$ ) inch. The chord of the arc of the outer circle shall be not less than 0.500 ( $\frac{1}{2}$ ) inch nor more than 0.531 ( $\frac{1}{2}$ ) inch.

Openings B and C are equal areas, each of the same general form as opening A, but of approximately half the (angular) width. The radii of the inner and outer circles shall be within the limits specified for the radii of the two circles, arcs of which partially define opening A. The chord of the outer arc for opening B or opening C shall be not less than 0.188 ( $\frac{1}{8}$ ) inch, nor more than 0.219 ( $\frac{1}{4}$ ) inch. Openings B and

shall be equally distant from opening A, and radii drawn through each of their centers shall be at an angle of not less than 135 degrees nor more than 140 degrees.

Opening D is for a thermometer collar. Its center is approximately 0.75 ( $\frac{3}{4}$ ) inch from the center of the lid and on a radius at an angle of not less than 50 degrees nor more than 60 degrees from a radius passing through the center of opening C. The thermometer collar shall have an inside diameter of approximately 0.5 ( $\frac{1}{2}$ ) inch. It shall be at an angle of not less than 10 degrees nor more than 15 degrees from the perpendicular.

**Shutter.**—The lid shall be equipped with a shutter operating on the plane of the upper surface of the lid. The shutter shall be so shaped and mounted that it rotates on the axis of the horizontal center of the lid between two stops so placed that when in one extreme position the openings A, B, and C of the lid are completely closed, and when in the other extreme position these orifices are completely open.

**Flame-exposure device.**—The flame-exposure device shall have a tip with an opening .0275 to 0.0313 inch in diameter. The flame-exposure device shall be equipped with an operating mechanism which, when the shutter is in the "open" position, depresses the tip so that the center of the orifice is in the plane of the under surface of the lid proper at a point on the radius passing through the center of the larger opening A and two-thirds of the way out from the inner edge of the opening.

A pilot flame for automatic relighting of the exposure flame should be provided.

A bead  $\frac{1}{8}$  inch in diameter, preferably of some light-colored material such as ivory, bone, or porcelain, may be mounted on the lid so that the size of the test flame can be regulated by comparison.

The mechanism operating the shutter should be of the spring type and constructed so that when at rest the shutter shall exactly close the three openings. When operated to the other extreme, the three openings in the lid must be exactly open and the tip of the exposure tube in the exact center of the larger opening, on the plane of the lower surface of the lid.

#### STOVE.

Heat shall be supplied to the cup by means of a properly designed stove. This stove shall consist of (1) a heating element, and (2) a top plate on which the flange of the cup rests.

(1) **Heating element.**—The heating element shall have a cylindrical interior 1.625 ( $1\frac{1}{2}$ ) to 1.656 ( $1\frac{1}{2}\frac{1}{4}$ ) inches deep and with a diameter not less than 0.125 ( $\frac{1}{8}$ ) inch nor more than 0.156 ( $\frac{5}{32}$ ) inch greater than the outside diameter of the cup. The heating element may be either a flame heated metal casting or an electric-resistance element.

(a) If the heating element is a flame heated metal casting, it shall be so designed and used that the temperature of bottom and walls is approximately the same. On this account it should not be less than  $\frac{1}{4}$  inch thick and the flame should not play directly on the bottom but there should be a circular gauze screen, at least 3 inches in diameter, mounted  $\frac{1}{2}$  to  $1\frac{1}{2}$  inches below the lower level of the metal casting.

The casing should be designed so that products of combustion of the flame can not pass up and come in contact with the cup.

(b) If the heating element is of the electric resistance type, it shall be constructed so that all parts of the interior surface are heated equally. This necessitates an even distribution of resistance wire over bottom and walls and a method of construction such that heat is given out from the whole core of the resistance element rather than directly from the wire.

(2) **Top plate.**—The top plate may be of metal or of some material such as hard asbestos (or transite) which is a poor conductor of heat. The total distance from the upper surface of plate to the bottom of the heating element shall exceed the distance from the under surface of the flange to the bottom of the cup by not less than 0.063 ( $\frac{1}{16}$ ) inch, nor more than 0.125 ( $\frac{1}{8}$ -inch).

(a) If the top plate is of metal, it shall be mounted with an air gap between it and the upper surface of the heating element. The top plate may be attached to the heating element by means of three screws and spacing bushings. The spacing bushings should be of proper thickness to define the air gap, which shall be not less than 0.125 ( $\frac{1}{8}$ ) inch wide, and the bushings shall not be more than 0.375 ( $\frac{3}{8}$ ) inch in diameter.

(b) If the top plate is of material that conducts heat poorly, the air gap may be dispensed with. The thickness should be such that the total depth satisfies the dimensional requirements stated above.

#### THERMOMETER.

The thermometer used with the Pensky-Martens tester shall be made of selected enamel-backed tubing, having a diameter between 5 and 6 mm. The bulb shall be of Jena normal or Corning normal glass; its diameter shall not be greater than that of

the stem and its length shall be between the limits of 9 and 13 mm. The total length of the thermometer shall be approximately 275 mm. The range shall cover 20° F. to 230° F. with the length of the graduated portion between 150 and 180 mm. The point marking 20° F. shall be not less than 70 nor more than 90 mm. from the bottom of the bulb.

The scale shall be graduated for total immersion. The accuracy shall be within  $\pm 0.5^\circ$  F. The space above the meniscus shall be filled with an inert gas, such as nitrogen, and the stem and bulb shall be thoroughly aged and annealed before being graduated.

All material and workmanship shall be of the best. The scale shall be marked for 1 degree divisions. Each tenth degree shall be numbered and each fifth degree distinguished by a longer mark.

The thermometer shall be mounted so that the bottom of the bulb is 1.75 (1 $\frac{1}{4}$ ) inches from the under surface of the lid.

#### FLASH TEST METHOD OF OPERATION.

(1) All parts of the cup and its accessories must be thoroughly clean and dry before starting the test. Particular care must be taken to avoid the presence of any gasoline or naphtha used to clean the cup in the previous test.

(2) The cup shall be filled with the specimen tested up to the level indicated by the filling mark.

(3) The cover shall be placed on the cup and the latter set in the stove. Care must be taken to have the locating devices properly engaged. The thermometer shall be inserted.

(4) The test flame shall be lighted and adjusted so that it is the size of a bead  $\frac{1}{4}$ -inch in diameter.

(5) Heat shall be supplied in such degrees that the temperature read on the thermometer increases not less than 9 nor more than 11° F. per minute. The stirrer shall be turned at the rate of from 1 to 2 revolutions per second.

The specimen of oil being tested shall be maintained during the whole period required to bring the oil to flash point, but must be so maintained that the oil must be stirred at the specified rate during the period but may or may not be stirred during the period.

(6) Application of the test flame shall be made when the temperature reaches each even 2° F. mark on the thermometer. The time required for the complete application shall be about one full second, or the time required to pronounce distinctly "one thousand and one."

(7) The flash point is taken as the temperature read on the thermometer at the time of the exposure that causes a distinct flash within the interior of the cup. The true flash must not be confused with a bluish halo that sometimes surrounds the test flame for the exposures preceding the one that causes the actual flash.

(8) The barometric pressure shall be observed and recorded. No corrections shall be made, except in case of dispute, when the flash point figure shall be corrected according to the following rule:

For each inch (25 mm.) below 29.92 inches (760 mm.) barometric reading, add 1.6° F. to the flash point.

For each inch (25 mm.) above 29.92 inches (760 mm.) barometric reading, subtract 1.6° F. from the flash point.

**WATER AND SEDIMENT.**—*Apparatus.*—One-hundred c. c. B. S. tube, graduated in 200 parts. The body of the tube shall be in the form of an inverted cone ending in a sediment tube not less than  $\frac{3}{8}$ -inch internal diameter. The lowest two intervals shall be subdivided into 0.1 c. c. A laboratory centrifuge, 1200 to 1500 r. p. m.

*Benzol.*—Commercial, water-white, 90 per cent benzol.

*Method.*—Measure 50 c. c. of benzol into the B. S. tube, then add 50 c. c. of the oil to be tested. Shake the tube thoroughly and heat in a water bath to a temperature of 122° F. Again shake thoroughly, and revolve in centrifuge for five minutes. Read percentage of sediment and water. Replace the tube in centrifuge and revolve again for five minutes. Repeat the five-minute revolutions until a constant reading is obtained. Calculate as per cent by volume of combined water and sediment.

**CARBON RESIDUE.**—This test shall be made in accordance with the following (A. S. T. M.):

*Apparatus.*—(a) Porcelain crucible, wide form, glazed throughout, 25 to 26 c. capacity, 46 mm. in diameter.

(b) Skidmore iron crucible, 45 c. c. (1 $\frac{1}{2}$  oz.) capacity, 65 mm. in diameter, 37 $\frac{1}{4}$  mm. high with cover, without delivery tubes, and one opening closed.

ght-iron crucible with cover, about 180 c. c. capacity, 80 mm. diameter, 4 in. high. At the bottom of this crucible a layer of sand is placed about 10 mm. or enough to bring the Skidmore crucible, with cover on, nearly to the top of the light-iron crucible.

angle, pipe stem covered, projection on side so as to allow flame to reach the middle of all sides.

Sheet iron or asbestos hood provided with a chimney about 2 to 2½ inches high, 4 in. diameter, to distribute the heat uniformly during the process.

Sheet iron or hollow sheet iron block 6 to 7 inches square, 1½ to 1¾ inches high, with opening in center 3½ inches in diameter at the bottom and 3½ inches in diameter at the top.

--The tests shall be conducted as follows:

1. Samples of the oil to be tested are weighed in the porcelain crucible (a) which is the Skidmore crucible (b) and these two crucibles set in the larger iron crucible (c), being careful to have the Skidmore crucible set in the center of the iron crucible. Covers being applied to the Skidmore and iron crucibles. Place on triangle stand with asbestos block and cover with sheet iron or asbestos hood in order to distribute the heat uniformly during the process.

2. A Bunsen burner or other burner is applied with a high flame surrounding the porcelain crucible (a) until vapors from the oil start to ignite over the crucible, when the flame is slowed down so that the vapor (flame) will come off at a uniform rate. The

3. The ignited vapor should not extend over 2 inches above the sheet-iron cover. When the vapor ceases to come off, the heat is increased as at the start and kept for 10 minutes, making the lower part of large crucible red-hot, after which the porcelain crucible is allowed to cool somewhat before uncovering the crucible. The porcelain crucible removed, cooled in a desiccator, and weighed.

4. The process should require one-half hour to complete when heat is properly applied.

5. The time will depend somewhat upon the kind of oil tested, as a very low-flash-point oil will not take as long as a heavy, thick, high-flash-

**ASTM TEST.**—Five c. c. of the oil is mixed with 95 c. c. of petroleum ether in a tall stoppered graduated cylinder and allowed to stand. The petroleum ether is freshly re-distilled and the portion boiling above 150° F. discarded. The mixture should show perceptible solubility in concentrated sulphuric acid.

**Viscosity.**—Apparatus.—Viscosity shall be determined by means of the Saybolt viscometer.

The standard Furol viscosimeter (see fig. 2) is made entirely of metal. The standard is fitted at the top with an overflow cup B, and the tube is surrounded by a jacket. At the bottom of the standard oil tube is a small outlet tube through which the standard flows into a receiving flask, figure 3, whose capacity to a mark on its side is  $\pm 0.15$  c. c. The lower end of the outlet tube is inclosed by a large tube, which is stoppered by a cork, C, acts as a closed air chamber and prevents the flow of the standard oil until the cork is removed and the test started. A looped

rod is attached to the lower end of the cork as an aid to its rapid removal. The standard oil tube and in the bath are shown by the thermometer. The bath may be heated by any suitable means. The standard oil tube shall be thoroughly cleaned, and all oil entering the standard oil tube shall be strained through a 60-mesh wire strainer. A stop watch shall be used for taking the time for the oil to flow and a pipette shall be used for draining the overflow cup of the standard

oil tube, which may be standardized by the United States Bureau of Standards, Washington, D. C., shall conform to the following dimensions:

Dimensions.	Minimum.	Normal.	Maximum.
	<i>Cm.</i>	<i>Cm.</i>	<i>Cm.</i>
Inner diameter of outlet tube.....	0.313	0.313	0.317
Outlet tube.....	1.215	1.225	1.235
Flow rim above bottom of outlet tube.....	12.40	12.50	12.60
Outer diameter of standard oil tube.....	2.955	2.975	2.995
Inner diameter of outlet tube at lower end.....	0.40	0.43	0.46

Viscosity shall be determined at 70° F. (21.1° C.) or 122° F. (50° C.). The bath shall be maintained constant within 0.25° F. (0.14° C.) at such a temperature as will maintain the standard oil tube. For viscosity determinations at 25° F., oil or water may be used as the bath liquid. Viscosity determinations shall be made in a room free from draughts and from rapid changes in temperature.





[No. 116.]

**CHARLES L. McCULLEY.**

(H. R. 1263, Sixty-seventh Congress.)

**DEPARTMENT OF THE NAVY,  
Washington, July 14, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of June 21, 1921, requesting that further investigation be made by the department with reference to the matters involved in the bill (H. R. 1263) "For the relief of Charles L. McCulley," (alias Charles L. McCullough), and that specific information be furnished upon the questions propounded in said letter, I have the honor to inform you as follows:

The records of this department show that the *Elfin* was destroyed on November 4, 1864. The name Charles L. McCullough appears on a muster roll of said vessel dated October 1, 1864—the last on file—and a report from the Auditor for the Navy Department dated September 11, 1911, shows that he was on board November 4, 1864. There are muster rolls on file of the Mound City Stations No. 1 and No. 2 for a period in 1865. There is no record of the above-named man found in this department, under his enlistment of March 21, 1864, subsequent to November 4, 1864.

The records also show "Naval Station, Cairo and Mound City, Capt. A. M. Pennock, fleet captain and commandant of station," 1864 and 1865, "Mound City, Ill., Naval Station, Commodore John W. Livingston."

Acting Rear Admiral S. P. Lee, commanding Mississippi Squadron, under date of November 5, 1864, reported to the department that "the light-draft (tin-clads) gunboats *Tawah* (No. 29), *Key West* (No. 32), and *Elfin* (No. 52) were burned on the 4th instant in the Tennessee River near Johnsonville. After a severe engagement of several hours' duration, Acting Volunteer Lieut. E. M. King, commanding *Key West*, considered it impossible to save the vessels, ordered them to be fired." Acting Master A. F. Thompson was in command of the *Elfin* on November 4, 1864. Under date of November 9, 1864, Lieut. Commander James W. Shirk, commanding ninth district, reported to the commanding officer of the Mississippi Squadron "that Acting Volunteer Lieut. E. M. King and the officers and men of the late U. S. gunboats *Key West*, *Tawah*, and *Elfin* left Johnsonville for Nashville on the night of the 7th instant en route for Mound City." After reaching Mound City a number of the men were transferred to vessels and later discharged from the service.

The communication of the Hon. Charles F. Curry relative to this case which was transmitted with your letter is herewith returned, as requested.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*





[No. 117.]

**NAVAL RESERVIST.**

**NAVY DEPARTMENT,**  
Washington, July 7, 1921.

HON. THOMAS S. BUTLER,  
*Chairman Naval Affairs Committee,*  
*House of Representatives,*  
Washington, D. C.

MY DEAR MR. BUTLER: The Navy employs members of the Naval Reserve Force on active duty in times of peace in accordance with the act of June 4, 1920, which provision is limited as follows:

That the number of naval reservists so employed on active duty, together with the total number of enlisted men in the regular Navy, shall not exceed the total enlisted strength of the Navy as authorized by law.

This limitation has been held by the Judge Advocate General in an opinion, dated June 21, 1921, to exclude the Marine Corps reservists from the general provision of the law authorizing employment of reservists in time of peace.

It often becomes advisable and even necessary to employ a limited number of reservists on active duty, but of course not creating an excess in the total number of men authorized for active service.

In order to correct the apparent oversight in the act of June 4, 1920, and to make the provisions of that act in regard to the employment of Marine Corps reservists the same as for the employment of naval reservists, I have the honor to recommend that a bill be enacted in substance equivalent to the inclosed draft.

Very sincerely,

EDWIN DENBY,  
*Secretary of the Navy.*

[H. R. 7905, Sixty-seventh Congress, first session.]

A BILL To authorize the Secretary of the Navy to employ on active duty members of the Marine Corps Reserve in confirmed rank.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy is hereby authorized to employ on active duty, ashore or afloat, with their own consent, members of the Marine Corps Reserve in confirmed rank: *Provided,* That the number of Marine Corps reservists so employed on active duty, together with the total number of enlisted men in the regular Marine Corps, shall not exceed the total enlisted strength of the Marine Corps as authorized by law.

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[No. 117.]

# NAVAL RESERVEIST.

NAVY DEPARTMENT.  
Washington, July 7, 1921.

Mr. THOMAS S. BUTLER,  
Chairman Naval Affairs Committee,  
House of Representatives,  
Washington, D. C.

My Dear Mr. Butler: The Navy employs members of the Naval Reserve Force on active duty in times of peace in accordance with act of June 4, 1920, which provision is limited as follows:

and the number of naval reservists so employed on active duty, together with total number of retired men in the regular Navy, shall not exceed the total authorized strength of the Navy as authorized by law.

This limitation has been held by the Judge Advocate General in opinion dated June 21, 1921, to exclude the Marine Corps reservists from the general provision of the law authorizing employment of reservists in times of peace.

It often becomes advisable and even necessary to employ a limited class of reservists on active duty, but of course not exceeding the number in the total number of men authorized for active service. It is to correct the amount available in the act of June 4,

[No. 118.]

**FRED G. LEITH.**

(H. R. 855, Sixty-seventh Congress.)

**DEPARTMENT OF THE NAVY.**

Washington, June 29, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 6, 1921, inclosing a bill (H. R. 855) "For the relief of Fred G. Leith, United States Navy," and requesting the department's consideration and report thereon, I have the honor to inform you as follows:

In March, 1918, while Fred G. Leith, chief pharmacist's mate, United States Navy, was serving with the United States marines in the expeditionary forces in France, the commanding officer of the expeditionary forces officially requested that Leith be discharged from the Navy in order that his services might be utilized as a first lieutenant in the Sanitary Corps of the National Army. The Secretary of the Navy, by special order, approved his discharge, and he was accordingly appointed a first lieutenant in the Sanitary Corps, National Army.

In October, 1919, Leith was discharged from the National Army, and in November, 1919, he reenlisted in the Navy in the rating of chief pharmacist's mate. When he was discharged from the Navy to accept appointment as an officer in the National Army he was receiving the pay and benefits of 15 years' continuous service. Under his present enlistment in the Navy he is receiving only the pay and benefits as of a first enlistment as there appears to be no authority of law for counting his Army service for continuous pay purposes, and he, therefore, has lost the benefits of his 15 years' prior service in the Navy.

The purpose of the proposed bill (H. R. 855) is to give him credit for his Army service in computing his continuous-service pay. The department regards this as a very meritorious case and recommends that the bill (H. R. 855) be enacted.

In order to set out more definitely the purpose intended to be accomplished by the proposed bill and to make it conform to certain rulings of the accounting officers of the Treasury Department, it is recommended that the period at the end of line 14 of said bill be eliminated and there be added the following language:

upon his reenlistment in the Navy, and shall be required to serve under such reenlistment only for such time as added to the time served in the enlistment from which discharged and his service in the Army shall equal four years, when he shall be entitled to be discharged by reason of expiration of enlistment.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 118.]

FRID G. LINTH

[U. S. 255, Sixty-second Congress]

DEPARTMENT OF THE NAVY

Washington, June 28, 1921.

CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,

HOUSE OF REPRESENTATIVES.

DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 6, 1921, enclosing a bill (H. R. 255), "For the relief of G. Lint, United States Navy," and requesting the department's action and report thereon, I have the honor to inform you as

follows: While G. Lint, chief pharmacist's mate, United States Navy, was serving with the United States Marines in expeditionary forces in France, the commanding officer of the expeditionary forces officially requested that Lint be discharged from the Navy in order that his services might be utilized as a first lieutenant in the Sanitary Corps of the National Army. The Secretary of the Navy, by special order, approved his discharge, and he was accordingly appointed a first lieutenant in the Sanitary Corps, United States Army.

October, 1919, Lint was discharged from the National Army. In November, 1919, he reenlisted in the Navy in the rating of pharmacist's mate. When he was discharged from the Navy he was reappointed as an officer in the National Army he was

**AVIATION SITE.**

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**A Hearing on the Bill H. R. 7492, Authorizing the Acceptance by the Navy Department of a Site for a Naval Aviation Base at Sand Point, Wash., and for Other Purposes; and H. R. 7684, to Authorize the Secretary of the Navy to Acquire One Thousand Acres, More or Less, at or Near Camp Kearny, Calif., for a Site for a Lighter-Than-Air Aviation Station.**

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Tuesday, July 12, 1921.**

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

The CHAIRMAN. The committee has before it the bill H. R. 7492, introduced by Mr. Miller, and the bill H. R. 7684, introduced by Mr. Swing, and the committee will be asked to find it convenient to make a thorough investigation of the military necessity as well as the probable cost of the two improvements provided for in the two bills.

The first one we will consider is H. R. 7492, a bill introduced by Mr. Miller.

Mr. Miller, before we hear Admiral Parks, do you wish to say anything to the committee about the bill?

Mr. MILLER. Yes, Mr. Chairman; I should like to have sufficient time for a general discussion of the bill.

The CHAIRMAN. You may proceed, Mr. Miller.

**STATEMENT OF HON. JOHN F. MILLER, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF WASHINGTON.**

Mr. MILLER. Mr. Chairman and gentlemen of the committee, I am glad to have this opportunity to appear before the committee in reference to the bill H. R. 7492, introduced by myself, relating to the acceptance by the Government of the proposed Sand Point aviation base in the State of Washington. This proposed base is 400 acres, just 400, I think, on Lake Washington, near Seattle. Lake Washington is a body of fresh water between 20 and 25 miles in length and from 1 to 5 1/2 miles in width. This water is connected with Puget Sound, salt water, by a canal partially built by the United States Government and partially by local interests.

Mr. DARROW. Is it a sea-level canal, or has it locks?

Mr. MILLER. It has locks. I think there is something like seven feet difference in the water level of Lake Washington and that in the Sound.

Mr. KRAUS. How large a vessel will it carry?

Mr. MILLER. Most anything. I think the locks are eight hundred and some odd feet long and 26 feet deep. The Government constructed the locks at a cost of \$2,750,000.

Mr. PADGETT. Where are they located?

Mr. MILLER. At the end of the canal on the Sound.

Mr. PADGETT. Right next to the city?

Mr. MILLER. Yes, sir; within the city.

Mr. PADGETT. The entrance is above Port Angeles?

Mr. MILLER. No; this [indicating] is the entrance to Puget Sound. the Strait of Juan de Fuca.

Mr. PADGETT. But that is connected down at the city with the canal? The Lake Washington Canal connects Lake Washington with the Sound at Seattle, but it is over a hundred miles from the canal to Port Angeles.

Mr. MILLER. Yes, sir. Port Angeles is up here [indicating]. Now in regard to the canal. The local interests contributed several million dollars, the exact sum I am unable to state, toward the construction of the approximate 8 miles of canal, the right of way, the damages to overflowed lands, the digging of it and the excavation. The Government constructed the locks. So now Lake Washington is connected with Puget Sound by vessels of most any tonnage up to 25 feet draft.

Mr. PADGETT. The main channel comes through the Strait of Juan de Fuca?

Mr. MILLER. Yes, sir; that is the only outlet to the sea.

Mr. PADGETT. You come through the Strait of Juan de Fuca and then you go down to Seattle and right in there is the canal?

Mr. MILLER. Yes; here is the Strait of Juan de Fuca leading in from the Pacific to a place called Whidby Island. The mid channel distance from the Pacific Ocean to Whidby Island is 83 miles with an average width of about 11 miles.

Mr. PADGETT. Where is the channel?

Mr. MILLER. This [indicating] is the main channel. Originally Lake Washington was not connected with the sound at all, except by a little overflow creek, but we constructed the canal, the Government and local interests, connecting Puget Sound with Lake Washington. This is Lake Washington [indicating] and this is the proposed aviation base at this point [indicating].

Mr. KRAUS. How close is Lake Washington to the city?

Mr. MILLER. The eastern boundary of the city is the shore line of Washington Lake. Perhaps this map may illustrate the general situation better.

Mr. PADGETT. May I refresh my memory a little? I was there last fall. Sand Point is what distance from Seattle?

Mr. MILLER. The corporate limits of the city of Seattle form the western boundary of the aviation base, right adjacent to the corporate limits of the city.

Mr. PADGETT. After you pass through the locks and get out of the canal, how far do you go by boat until you come to Sand Point?

Mr. MILLER. Probably 4 miles, following the canal. Sand Point is probably 6 miles from what might be called the business center of Seattle and 22 miles, in a straight line, from the Puget Sound Navy Yard.

Mr. PADGETT. That is, in the opposite direction?

MILLER. Yes; in the opposite direction.

PADGETT. The navy yard, if I remember, is southwest of the

MILLER. Slightly southwest.

PADGETT. That is my recollection.

MILLER. Then, the aviation base is sort of northeast.

PADGETT. In the opposite direction?

MILLER. From the city, yes, sir; almost the opposite direction. I call this map No. 2, which is a map of King County, Wash., made by the county engineer of King County. The shaded portions represent the corporate limits of the city of Seattle. The proposed aviation base is where my pointer is now [indicating].

The body of fresh water that I speak of, Lake Washington, is this body of water where my pointer is now [indicating]. Here [indicating] is the main channel through to the city. Seattle is situated on a point known as Elliott Bay.

PETERSON. Please point out the lake.

MILLER. The lake is right here [indicating]. The entrance to Lake Washington through Shilshole Bay, through Lake Union, up through a portion of the excavated channel, and through Union Bay.

CHAIRMAN. What is the distance?

MILLER. About 7 miles from salt water.

CHAIRMAN. How many locks are there?

MILLER. There is one lock situated here [indicating].

CHAIRMAN. What is the depth of the water in the channel?

MILLER. Twenty-six feet.

CHAIRMAN. Is it dredged?

MILLER. Yes; dredged.

PADGETT. Where is Port Angeles?

MILLER. It is here [indicating], about 90 miles from Seattle. There are no obstructions in Lake Washington of any kind. It is an unusually deep body of water. The Northern Pacific Railroad runs along the western boundary of this proposed aviation tract. The proposed paved road runs adjacent to it. There is a system of parkways around the lake and through this country to the proposed aviation base. I think that is a vitrified-brick highway.

CHAIRMAN. What is the distance from the ocean over to this point in a direct line?

MILLER. About 140 miles.

CHAIRMAN. In a direct line?

MILLER. Yes, sir.

CHAIRMAN. How far is Seattle from the ocean?

MILLER. About 135 or 140 miles by the mid-channel.

CHAIRMAN. What distance from the navy yard will this proposed point be?

MILLER. As the crow flies, about 20 miles.

STEPHENS. Where is the navy yard?

MILLER. The navy yard is right in here [indicating]. This map does not show it. I think I have one here that does. We have now map No. 3. Here [indicating] is the proposed aviation base on map No. 3. Here [indicating] is the Puget Sound Navy Yard.

BRITTEN. Please point out Port Angeles.

Mr. MILLER. Port Angeles is where my pencil is now [in Map No. 3 is one of Kroll's standard maps of the Puget Sound]. The red lines on the map show the distances to Fort Clatsop, Fort Flagler, and Fort Warden, the forts in Admiralty Inlet, the distances to Puget Sound and to Nome, Alaska, and the international line.

Mr. PADGETT. At Port Angeles, what is the nearest point of British possessions?

Mr. MILLER. The Strait of Juan de Fuca is about 11 miles from Port Angeles, Cape Flattery being the southern or American limit, and this place [indicating] being Cape Bonilla, the northern limit.

Mr. PADGETT. About 11 miles across?

Mr. MILLER. Yes, sir. The uniform width of the Strait of Juan de Fuca is about 11 miles and the midchannel distance is about 11 miles. It is a very deep body of water, no bottom being shown on places with a 150-fathom line. The water of Elliott Bay in front of Seattle, is 200 and over feet deep. The straits and the entire Puget Sound are very deep waters.

The CHAIRMAN. What Congress will desire to avoid is a plant overhead; we must not have another plant, if we can have another navy yard. If we are to have an aviation base, we must have it down to the navy yard.

Mr. MILLER. I think that the report of the Helm Board, gentlemen are familiar with, found that there was no available site in the immediate vicinity of Puget Sound for an aviation base. Sand Point is the only place in the entire country. That is agreed by everybody.

The CHAIRMAN. The report of the joint commission contains a statement that "The cost of completely clearing and grading and filling the entire Sand Point site would be approximately \$10,000,000. That is the site, I understand, that you are now directing the attention to.

Mr. PADGETT. I was a member of the commission, and I think it will cost more than that. That was sort of a conservative figure which was reached.

Mr. PETERS. How much more?

Mr. PADGETT. I do not know. That depends on the development. The first estimate was that there were 2,000,000 cubic yards of material to be moved. That was afterwards revamped. What was the estimate, Admiral?

Admiral PARKS. About 1,600,000 yards to get a sufficient grade to operate.

The CHAIRMAN. We will get along better if we give Mr. Miller the opportunity that he wishes to present the matter and then at the same time after time continue the examination of other witnesses.

Mr. MILLER. Map No. 6 is a blue print of the Sand Point aviation field, prepared at the Puget Sound Navy Yard, and a map prepared from data sheet furnished by the King County resurvey. It gives the topography of the various points of the field, in acres, so that the elevations can easily be figured out. This is an approximate level tract of land. All, nearly all, of our country there is hilly, not rocky, in this locality.



r. PADGETT. It is bounded by the ocean on one side and the pens on the other?

r. MILLER. Yes, sir; pretty close to both.

he CHAIRMAN. Permit me to urge you, please, to observe the marks which I made a few moments ago. I believe it to be highly probable to consolidate as much as possible. Now, you have no place anywhere about the navy yard which could be used so that the commandant of the navy yard could be the commandant of this point, so that all the overhead work now done at the navy yard could be used and so that the mechanics might have a place to live; we would have to establish a whole town.

r. VINSON. We have done that before?

he CHAIRMAN. Yes, sir. There may be some other point, if we are to have a new place.

r. PADGETT. When the joint committee was there last November made a careful investigation along that line. The whole country is mountainous. The only place that we could find or get any information about was the 400 acres at Sand Point.

he CHAIRMAN. I think if we are going to have an aviation base it would be large enough to accommodate both lighter and heavier air machines. Four hundred acres are not sufficient. Let us find some ground on which we can put both services. We have already decided in the case at North Island that they propose to put one branch of the field, containing about 400 acres, and to acquire another point.

r. PADGETT. We would be very fortunate if we could get 400 acres on Lake Washington or on Puget Sound that was level.

r. PETERS. That is not a level plateau; it has very steep sides?

r. MILLER. No; it slopes gradually back from the water, but there are a few low hills that will have to be taken off.

r. PADGETT. It will have to be leveled down. There are about 400 acres along the water front that could be leveled down and made very good, but it will not be large enough for both the heavier and lighter-than-air machines.

he CHAIRMAN. It would seem to me that it would be the business of the Government to provide enough land for both services. We have an illustration of what is asked for in Mr. Swing's country.

r. MILLER. I desire to refer the committee to the report of the Navy Yard Commission, the Helm Board, published as Document 10446, part 4. On pages 15 and 60 is the report of the Helm Board on the Sand Point aviation base.

he CHAIRMAN. Mr. Miller, with your permission we will proceed with this matter to-morrow morning at half past 10, and then we will sit longer.

Thereupon the committee adjourned to meet to-morrow, Wednesday, July 13, 1921, at 10:30 o'clock a. m.

COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, July 13, 1921.

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

**STATEMENT OF HON. JOHN F. MILLER, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF WASHINGTON—Continued.**

The CHAIRMAN. Mr. Miller, this piece of ground that we have in mind and which is to be covered by this bill is unoccupied by anyone; there are no residents on it?

Mr. MILLER. No, sir; it is unoccupied.

The CHAIRMAN. It is just a piece of unoccupied ground?

Mr. MILLER. It is a piece of property that the county purchased at an expense of a little over \$320,000; it is valuable land. Adjoining this tract of land are some very nice homes for our country, homes costing \$30,000 and \$40,000. The acreage is very valuable. It is valuable on account of its proximity to the water, the sloping shore lines, the proximity to the paved county highways and to the railways and to the city. Most of the people who live there have their private yachts. Lake Washington is very generously sprinkled with fine homes around here and there, some on cliffs. The shore line generally of Lake Washington is rather rough.

The CHAIRMAN. When did the county acquire this property?

Mr. MILLER. About two years ago, as near as I can get at it.

The CHAIRMAN. Would it be within your privilege to tell us the object in acquiring it?

Mr. MILLER. Very frankly, to assist in the early establishing of this aviation base. The object in acquiring it, Mr. Chairman, was to assist the United States Government in getting facilities on Puget Sound that would reasonably afford military and naval protection. Our people are not unused to these things. We are not afraid to spend some money ourselves. About 15 years ago a committee of citizens collected something like \$100,000 and purchased a tract of land for a United States military post, bought it, and gave it to the Government. That is known as Fort Lawton. At that time there was not a soldier wearing the United States uniform within 200 miles of Seattle except a small post at Port Townsend. About four years ago the people of Tacoma and Pierce Counties, through a bond issue, bought some 80,000 acres of land at a cost of \$2,500,000 and gave it to the United States Government. That tract is known as Camp Lewis, where the great cantonment of the West is located. That is on the outskirts of Tacoma. That is a military post. The Government received it and improved it to the extent of ten or twelve million dollars. It is the only cantonment in the United States provided by the citizenry of the country and presented to the United States Government of any such proportions.

The CHAIRMAN. How many acres?

Mr. MILLER. About 80,000 acres.

Mr. BURDICK. How many troops are there?

r. MILLER. I should say—just a guess on my part—probably ten or eight thousand. It is the civilian training camp of the Pacific coast area now.

he CHAIRMAN. How much of this land is being occupied by the Government now—I am talking about Camp Lewis?

r. MILLER. The entire tract.

he CHAIRMAN. What do they use any portion of it for?

r. MILLER. For drill grounds and cantonment purposes.

he CHAIRMAN. How much of it is vacant, how much of it is not actually occupied by the Government, not used by the Government?

r. MILLER. That is very difficult to explain, Mr. Chairman. The Government owns a tract of, I think, some 10,000 acres, used as the National Guard encampment ground, adjoining this tract. That is not owned by the United States Government. That is a washed gravel country, level, but reasonably so, not productive as an agricultural country. It is cut by little streams that come down from the mountains. There is a little prairie of a few acres and then a grove of trees, and then there will be another prairie and then a grove of trees. That tract of land is just interspersed and sprinkled with little groves, and brooks running down through it. An ideal cantonment site for drill grounds.

fr. DRANE. How far is the land you are now referring to from Camp Lewis?

r. MILLER. Reasonably, about 50 miles.

fr. DRANE. How far is Camp Lewis from the water?

r. MILLER. About 15 miles. A part runs very close, but the buildings, I should say, are 12 or 15 miles by highway.

fr. DRANE. The inhabited part?

r. MILLER. Yes, sir. The balance is used for maneuvering grounds. The tract is of sufficient size and the topography is such that it admits of most all kinds of maneuvering, both of infantry and artillery.

fr. DRANE. Is Camp Lewis being reduced now? Are the men being taken away as they are from other posts?

r. MILLER. Yes, sir; by reason of the bill which we passed in Congress the Army is being reduced to 150,000. Like all Army posts, it is being reduced in numbers. I want to call your attention to conditions on the Pacific coast.

Regarding the general features of the situation, let us just for a moment compare the Atlantic with the Pacific. The lines of the two coasts are about as 5 to 7 in mileage, the Atlantic coast being the longer. We will observe that on the Atlantic coast there are four major exposures from a military point of view—Boston, New York, Delaware, and the Chesapeake. They are all approximately within 500 miles from the northern exposure to the southern. These are the major exposures on the Atlantic seaboard.

The superexposure, of course, is the city of New York. Just now it appears to be the first time probably in 400 or 500 years that the financial center of the earth is in a city capable of being reached in the open sea; that is, the city of New York. The superexposure of the city of New York is approximately the mileage center of the exposed areas of the Atlantic seaboard. So it makes a comparatively easy project, the coordination of the land and naval forces for the defense of the Atlantic, but when you come to the Pacific you

find an entirely different condition of affairs. San Diego on the south is about 18 miles from the Mexican boundary. Puget Sound, on the north, is against the Canadian boundary. Every vessel passing from the sea goes within 4 miles of British soil in going to the sea from Puget Sound. So on the Pacific you have an entire coast line of probably fourteen or fifteen hundred miles to defend. There are three major exposures on the Pacific coast and four if you count San Diego; that is, Puget Sound, San Francisco, Los Angeles, and San Diego. So any coordinated defense of the Army and Navy for the defense of the Pacific takes the entire coast line from north to south, from the Mexican to the British lines. It is not like the Atlantic, where the superexposures are reasonably close—four days or five days on the Pacific from San Diego to Puget Sound, dependent upon the speed of the vessels, of course.

Mr. DRANE. What is the distance?

Mr. MILLER. I think between 1,400 and 1,500 miles.

Admiral PARKS. One thousand six hundred miles from Seattle to San Diego.

Mr. MILLER. In a coordinated defense of necessity the ships would travel back and forth.

There are two naval bases on the Pacific, the great base at Mare Island, a beautiful and fine base.

The CHAIRMAN. How far is that base from Seattle?

Mr. MILLER. Probably 800 miles. Then the other naval base at Puget Sound. Those are the only two naval bases on the Pacific. The major portion of the American fleet is in the Pacific, practically all the heavy vessels, all the vessels carrying 14-inch guns, with the exception of three. That is in accordance with the order issued on the 20th of last month, I think, by the Navy Department. There is no aviation base on the Pacific except the one at San Diego, 18 miles from the Mexican line, and 1,600 miles away from us, that is the only aviation base. We are peculiarly situated in Puget Sound. In my judgment, it is the weak point on the Pacific coast. North of Puget Sound there is the great Alaskan coast, something like 24,000 miles of coast line.

Mr. McPHERSON. Have you thought of Honolulu as a base in connection with the Pacific?

Mr. MILLER. Yes, sir; and the proposed base at Dutch Harbor, in the Aleutian Islands. I am speaking now of the coast defense. North of Puget Sound is this great Alaskan coast line. In southeastern Alaska are the greatest gold-producing mines in the world probably to-day. Our \$40,000,000 railroad comes in there. There are great and wonderful deposits of copper, gold, and coal which have come under production; also it is the fishing ground of the Pacific. Just south of this Alaskan coast line, where our railroad hits the Alaskan coast, and where this great gold mine is situated, is the Alaskan archipelago. There is an archipelago of over 2,000 charted islands. There is no similar archipelago between Cape Barron and the Horn on the Pacific seaboard.

Mr. DRANE. What are the termini of the railroad?

Mr. MILLER. Anchorage, Seward, and Fairbanks.

Admiral PARKS. Fairbanks.

Mr. MILLER. Fairbanks is the northern terminus and Anchorage or Seward the southern. If we were assailed by a hostile fleet the

goal would first be the archipelago, where it could hide and never be found except by the air service. It is not sprinkled with cable stations and radio stations.

Mr. McARTHUR. How far do the islands reach from the mainland?

Mr. MILLER. Probably 150 miles to the west. They are all criss-crossed with navigable channels. I have been through them.

Mr. DRANE. Are they charted channels?

Mr. MILLER. Yes, sir; some of the channels will float any vessel. Many of the channels are light draft. I have been through these islands. It is a perfect labyrinth and forest of islands. A navy could go into that cluster of islands and hide and would be within at least 18 hours of striking distance of the Strait of Juan de Fuca and Puget Sound. You know the element of surprise. It is just as valuable on the sea as it is on the land. On Puget Sound are the termini and railheads of every transeontinental railway line, either Canadian or American, with the exception of two. There are only two railroads that cross the American continent, either American or Canadian, but what have their railheads on Puget Sound. Those two railroads are the Southern Pacific and the Santa Fe. There are the Chicago, Milwaukee & St. Paul, the Great Northern, the Northern Pacific, and the Union Pacific. The Burlington comes over a leased line and the Canadian Pacific comes in over a leased line. The Grand Trunk goes to Prince Rupert and has a line of steamers running from there to Seattle. So the railheads of every transcontinental line, with the exception of two, strike tidewater at Puget Sound.

On the shores of Puget Sound are all kinds of industrial enterprises, explosive works—the Du Pont people have a big plant there. In Seattle we have probably the most extensive and elaborate system of warehouses, all coordinated with the railheads, known on the Pacific coast. The Seattle port district bonded itself for \$9,000,000 to build the warehouses and terminal facilities and they are constructed and all in operation. Two of the greatest commercial docks in the world are in Seattle, a mile long with eight lines of railroads on them. Also on Puget Sound is the only supply of coal in the United States on the Pacific coast. There is no coal in California and none in Oregon, but here are thousands and hundreds of thousands of tons of coal mined almost at tidewater on Puget Sound. That of itself would be an inducement to a major naval operation. We want you to understand that the vessels of other navies across the Pacific are not oil-burning vessels, but coal-burning vessels. This would be an objective besides gaining the great railroad termini and the many industrial plants. This archipelago of which I speak is the natural hiding ground of any possible enemy and in finding this hiding place the air service would be the most valuable of any conceivable.

Sand Point was first discovered by the Helm Board, headed by Admiral Helm, which visited the Pacific coast several years ago. I believe, to work out a strategic defense of the Pacific. Is not that about right?

Admiral PARKS. Yes, sir.

Mr. MILLER. They proceeded to find a location for an aviation base in the Puget Sound country and they found it at Sand Point and recommended the acquisition of it. The report of that board is to be found in Document No. 1946, part 4.

The CHAIRMAN. Page 15?

Mr. MILLER. The first preliminary observation is on page 15 and the extended description is on page 59.

The CHAIRMAN. The report says that there is a wide flat point of land projecting into the lake. I wonder why they put the word "flat" in there?

Mr. MILLER. It is the only level tract of land on Lake Washington. It is level in comparison with any other.

The CHAIRMAN. The only one?

Mr. MILLER. The only one they were able to find. A committee of the House came out there last year—the gentleman from Illinois, Mr. Britten; the gentleman from New York, Mr. Hicks; the gentleman from Ohio, Mr. Stephens; the gentleman from Tennessee, Mr. Padgett; and the gentleman from New York, Mr. Riordan. One year ago the naval appropriation bill contained this same item or a similar item for the acceptance of the Sand Point site and an appropriation for its improvement.

Mr. DRANE. Is that flat piece of land the same land where it is suggested that it would take approximately \$800,000 to make it level?

Mr. MILLER. The same one. You can estimate \$150,000 or \$200,000, or any amount.

Mr. STEPHENS. It was not estimated at \$800,000?

Mr. MILLER. No; \$200,000.

Mr. STEPHENS. About \$150,000. Am I right, Admiral?

Admiral PARKS. For grading?

Mr. STEPHENS. Yes, sir.

Admiral PARKS. \$800,000 was the estimate.

Mr. STEPHENS. I thought it was about \$400 an acre.

Admiral PARKS. That would not make it level, that was to make it on a certain slope.

Mr. STEPHENS. Pull the trees down?

Admiral PARKS. Pull the trees down and grade it on a slope.

Mr. DRANE. In other words, to change the topography so as to answer the purpose it would require \$800,000?

Admiral PARKS. To prepare it for large machines.

Mr. MILLER. The Northern Pacific Railway runs alongside of this tract of land. The county paved highway also runs alongside of it to the west and the lake to the east. What first attracted our attention to this site was the report of the Helm Board. As I have attempted to tell you, our people do not wait for the Government to come, but they undertake to help it. Relying upon the Helm Board our county commissioners acquired this tract of land. In lieu of an appropriation one year ago in the naval appropriation bill there was inserted a provision that there should be a joint Congressional committee to visit the Pacific coast and, among other directions, to visit this tract of land. The five gentlemen I have named were the committee on the part of the House. I have forgotten now who appeared on the part of the Senate. I know Senator Ball, of Delaware, was there. They visited this tract of land. Their report is embodied in Report No. 1242 to the House, recommending likewise the acceptance of this tract of land and its improvement. The Chief of Operations of the Navy, Admiral Coontz, probably could give you gentlemen a accurate a description, far more accurate than I can give you, and

ould suggest, respectfully, Mr. Chairman, if you can see your clear, that you call the Chief of Operations. He is particularly liar with the situation.

he CHAIRMAN. Your suggestion will be adopted, Mr. Miller, and ou see Admiral Coontz in the meantime please ask him to bring g all the plans and estimates showing the amount of money it cost to improve it. The chief of operations would not recommend e for any purpose unless he knew exactly what development had e made and what expense it would be to the Government.

r. MILLER. Admiral, you have been there, also?

dmiral PARKS. Yes, sir.

he CHAIRMAN. It seems to me that it would be desirous to have e water in front of a field to be occupied for aviation purposes. water in front of this land, as I recall, is reached through a canal?

r. MILLER. That is, the water craft would come through the canal this tract of land is right on the water—on Lake Washington—miles of water front.

he CHAIRMAN. The width of the lock is 80 feet?

r. MILLER. I think about 80 feet. The depth over the sill is 26

he CHAIRMAN. I recall having seen a large plane being taken in its engine broken, being towed in. The width of the plane they was 108 feet. I was wondering how they could take that plane ough a lock only 80 feet wide?

r. MILLER. I do not know the circumstance to which you refer.

he CHAIRMAN. We can look into that.

r. MILLER. This tract of land, as I have said, is the only tract of l that the Helm Board was able to find in that entire locality.

et me give you a little explanation of Puget Sound. Puget nd is an arm of the sea. The entrance from the sea is through Strait of Juan de Fuca. That strait is 83 miles long in its mid-nnel distance, with a uniform width of about 11 miles, of course ost due east, where it terminates at a point called Whidby Island. th of the eastern terminus of the strait is the Gulf of Georgia, ch extends to the north perhaps 100 miles. In that 83 miles in gth and 11 miles in width there is no shoal nor bar nor rock; it ns right into the sea. There are no islands off the entrance of the uit of Juan de Fuca. You go immediately into the open sea. Whidby Island and to the east this strait pinches into a narrow ed Admiralty Inlet, which is about 3 miles wide and approx- tely 20 miles long. It is on a sort of gentle curve. There are no ws in Admiralty Inlet; it is just a slight curve. The current e is about  $3\frac{1}{2}$  miles an hour during the incoming and outgoing he tide. The channel is very deep, 600, 700, or 800 feet, with a athom line sometimes within 100 yards of the banks and with a kground of shade standing timber.

n Admiralty Inlet there are three forts, two on the mainland and on Whidby Island, which are the only defenses of Puget Sound — t Flagler, Fort Casey, and Fort Warden — built just at the close he Spanish War. I have been there many times. Very little rovement was made there. This channel of Admiralty Inlet has er been mined and is incapable of being mined by any kind of e known to the Navy Department at the present time. The Navy



Department say that they have a mine that possibly may be something of a protection to the channel, but due to the extraordinary current and exceptional depth of the channel it is practically incapable of being mined.

Mr. DRANE. How wide is it?

Mr. MILLER. Approximately 3 miles, with a terrific current through it, because all the Puget Sound water ebbs and flows through the channel. Puget Sound itself has a coast line of over 1,000 miles, with a rise of tide of 8, 9, and 11 feet. The peculiar topography of the country makes Puget Sound a difficult place to properly protect, and that is one of the inducing and contributing reasons for the necessity of this aviation base at Sand Point. Near the entrance of the Strait of Juan de Fuca on the ocean, only 20 miles, is a peculiar sand spit which runs out some 2 miles in length, called Ediz Hook, near Port Angeles. The Government acquired the hook, or a portion of it, for an advanced aviation base. It would be an admirable site for a submarine base, an advanced aviation base, or for various military and naval uses, but has never been improved by the Government.

Our people are much interested in defense because we are on the seaboard and we know that we are in a position to be open to attack in the event of any hostilities on the Pacific, and we know that we will be the first place attacked because of the many objectives. There are reasons why it would be the first place of major operations; we are conscious of it. There are many lines of steamers running between Seattle and the Orient. We know the condition of affairs there better, I dare say, than any other point in the United States.

Mr. DRANE. Is this what you refer to, this channel [indicating]?

Mr. MILLER. Yes; out through the Strait of Juan de Fuca to the ocean. We are not a community of cowards, but we are alive to our exposed condition. We are enterprising people. We thought that it would be something of an inducement to the United States Government if this tract of land was purchased and presented to the Government for this aviation base. Everybody has recommended it from its first discovery as available for such use, coordinated with the navy yard or probably under a separate commandant. I know of no navy yard that has an aviation base under the command of the commandant of the yard. There are about 12 aviation bases on the Atlantic seaboard. I know of none that is connected with a navy yard.

Mr. DRANE. Can you name them offhand?

Mr. MILLER. I can not. I know there are some on Long Island, some in New Jersey, and some around here in the Chesapeake. We have one on the Pacific. It may be feasible, where the topography of the country will permit, to have an aviation base in connection with the navy yard and have it under the direction of the navy yard. I am not sufficiently acquainted with the workings of the yards to say, but I know of no instance of that kind on the Atlantic coast.

Mr. McARTHUR. Is not this proposed aviation field sufficiently near to Bremerton so that the yard could be used in connection with the station?

Mr. MILLER. That would be a matter of detail, but it strikes me it could be done.

The CHAIRMAN. Have you had any observation of what occurs when you once start a station?



MR. MILLER. Yes.

MR. CHAIRMAN. There have to be houses for all the officers, commandant's house, houses for all the men and mechanics?

MR. MILLER. I take it that there would have to be quarters for the houses for the commandant and officers stationed there. I take that as a matter of course.

MR. MCARTHUR. If this field were located right alongside the navy yard, you would have to put up buildings to accommodate the people?

MR. MILLER. I presume so.

MR. MCARTHUR. Is there any place near the navy yard?

MR. MILLER. The naval as well as the military authorities have been unable to find any other place. So the Helm Board recites and the report of the members of this committee recites.

The only thing that I desire to say in conclusion, unless some of the members have some questions to ask me, is that this point is available, it is procured, it is ready to be turned over to the Government, and of course if it is turned over to the Government we expect it will be improved. How it will be improved would be up to the War Department.

MR. CHAIRMAN. Please show me on this map where Seattle and Tacoma are.

MR. MILLER. Here [indicating] is Seattle and here [indicating] is Tacoma.

MR. CHAIRMAN. How many miles apart?

MR. MILLER. Thirty-six miles by water and about 32 miles by land.

MR. CHAIRMAN. It is about 44 miles from the proposed aviation base to Camp Lewis. Here [indicating] is Camp Lewis.

MR. MILLER. How far is Camp Lewis from the city of Tacoma?

MR. MILLER. Probably 12 or 14 miles.

MR. CHAIRMAN. Camp Lewis is not upon any water?

MR. MILLER. Yes; it runs down here [indicating] to the water. There are very high cliffs here [indicating], probably 100 feet high.

[indicating] is a point of land called Point Defiance, outside of Tacoma, which was at one time a military site. It was turned over to the Government to the city of Tacoma and is now a public park. There are cliffs probably 150 feet high.

MR. CHAIRMAN. How high are the bluffs on Lake Washington?

MR. MILLER. All the way from 20 to 100 feet.

MR. CHAIRMAN. And at Camp Lewis?

MR. MILLER. Camp Lewis is on much higher ground. Camp Lewis is probably 400 feet above the surface of the water.

MR. STEPHENS. It is not so high at Sand Point above the water?

MR. MILLER. No; Sand Point slopes right down to the water.

MR. PADGETT. Where we stood on the logs I should say that at that place it reaches 25 feet?

MR. MILLER. Yes, sir.

MR. KRAUS. Is navigation through the canal and locks free or is it at a charge?

MR. MILLER. It is free. For your information, gentlemen, here [indicating] is a photograph of the locks. They were constructed by the Government. As I said, private interests of the county operated the canal at a cost of some millions.

Mr. PADGETT. May I ask Admiral Parks, for my information, what is the highest point on the 400 acres above the sea level, where we stood on the logs?

Admiral PARKS. Twenty-nine feet. Another map shows 47 feet and is correct.

Mr. MILLER. I have concluded, gentlemen. If there are any questions that any of you desire to ask, I will try to answer them.

Mr. PADGETT. How much water front is there at Camp Lewis?

Mr. MILLER. I would not undertake to say how much water front there is. Camp Lewis is situated on this high prairie; it is irregular in shape, but the map shows it comes out to the water. The Northern Pacific Railroad runs right along the edge of the cliff.

Mr. PADGETT. Between the water and the upland?

Mr. MILLER. And the camp; yes.

The CHAIRMAN. How many railroads are there reaching there.

Mr. MILLER. To Puget Sound?

The CHAIRMAN. Yes.

Mr. MILLER. There are four: The Chicago, Milwaukee & St. Paul; the Great Northern; the Northern Pacific; and the Union Pacific. There is also the Burlington, which goes to Seattle.

Mr. MCARTHUR. And the Canadian Pacific.

Mr. MILLER. Yes; the Canadian Pacific comes in over the Northern Pacific tracks from British Columbia. Then there is the Grand Trunk Pacific, which goes to Prince Rupert and has a steamship line from there to Seattle.

The CHAIRMAN. So that you have five railroad tracks going there?

Mr. MILLER. That is about it.

The CHAIRMAN. Well, does the railroad trackage run over the entire water front at Camp Lewis?

Mr. MILLER. Yes. The railroad at Tacoma has two branches; one of them goes through the center of Camp Lewis; the other goes around the water front. The latter line was constructed in that way to avoid the heavy grade on the former line.

The CHAIRMAN. Do you recall a point adjacent to Camp Lewis called Nisqually?

Mr. MILLER. Yes, sir.

The CHAIRMAN. Now, tell me, that is on the Sound, is it not.

Mr. MILLER. Yes, sir.

The CHAIRMAN. Well, there is no railroad in front of that, on the map. That point, Nisqually, comes down on the Sound, does it not?

Mr. MILLER. Yes, sir. The country is very broken there, but there is a little flat called Nisqually flat.

Mr. MCARTHUR. Well, the same difficulty would exist to a greater degree in doing anything at Camp Lewis, because it is twice as far as Sand Point from the navy yard?

Mr. MILLER. Yes, sir. And Camp Lewis is an Army post. Camp Lewis has never been considered as a possible aviation base for the Navy.

Mr. PADGETT. And besides that, at Camp Lewis the water edge is rough.

The CHAIRMAN. But at the same time, we own the ground at Camp Lewis.

Mr. PADGETT. Well, the ground at Sand Point is proposed to be donated to the Government.

The CHAIRMAN. There is no Army aviation station there, is there?

Mr. MILLER. No, sir.

The CHAIRMAN. Have they made an effort to maintain an aviation field there?

Mr. MILLER. Not that I know of. We will willingly present this and to the Army or the Navy, or any branch of the Government aviation field there. We have also deemed that it may be of assistance to the Forest Service in the matter of forest control, because the entire country in the Puget Sound section consists of heavily timbered tracts.

Mr. McARTHUR. Is there an Army aviation field anywhere in the vicinity?

Mr. MILLER. Nothing of the kind in the country.

Mr. McARTHUR. There is nothing of the kind at Camp Lewis?

Mr. MILLER. No.

Mr. PADGETT. Is there any aviation of any kind in the vicinity of Sand Point?

Mr. MILLER. Nothing that I know of, except some private planes lying about. There are a number of those.

Mr. PADGETT. At San Diego the Army has 700 acres and the Navy has 500 acres. The Army had a flying field which they have abandoned there, above March Field.

Admiral PARKS. Yes. There were three of them around San Diego.

Mr. DRANE. I was informed by Army aviation officers that the three best aviation fields in the United States, and the three which would never be abandoned, were at Arcadia, Fla., San Diego, Calif., and Kelley field in Texas. And from that I judge that you must have a very important field in California.

Admiral PARKS. I am not acquainted with the facts as to that.

Mr. PADGETT. I do not know about the Arcadia field. The North Island is the important Army field at San Diego, and then they have the station at March Field. I do not know whether they are still operating at March Field.

Mr. MILLER. Mr. Chairman, I would like to have incorporated in the record as a part of my statement the report of Capt. Cunningham, which is embodied in the Helm Commission report, pages 9-61 of House Document 1946, part 4, Sixty-fourth Congress, second session; and also that part of the report of the joint committee -- No. 1272, Sixty-sixth Congress, third session -- which relates to the proposed Sand Point aviation base.

The CHAIRMAN. Those extracts may be incorporated in your remarks at the end of your statement. And if at any time during these hearings you have any additional statement you wish to make, you will be at liberty to make your views known to us as we go along.

If Mr. Miller has completed his statement, we will ask Admiral Parks to give us the benefit of any views he may have.

Mr. McPHERSON. I would like first to call attention to the fact that there may be something in that picture of the canal which Mr. Miller would like to explain to the committee.

Mr. MILLER. This [indicating] is a picture of the locks near the entrance from Puget Sound of the canal between Puget Sound and Lake Washington; it is a photograph that I had in my office. The

exact dimensions of those locks I do not know; but they are very large, a few feet shorter than the locks in the Panama Canal.

The CHAIRMAN. I wonder why the navy yard out there is not called the Seattle navy yard.

Mr. MILLER. Because it is not in Seattle.

The CHAIRMAN. It is at a little place called Bremerton, is it not?

Mr. MILLER. Yes. After the navy yard site was acquired by the Government, a gentleman named H. C. Bremer laid out a town site there and called it Bremerton.

The CHAIRMAN. How far is that from the city of Seattle?

Mr. MILLER. Eighteen or twenty miles, right across the sound.

The CHAIRMAN. I always think of it as adjoining Seattle.

Mr. MILLER. Bremerton is now a city of 8,000 people.

The CHAIRMAN. It is a suburb of Seattle, is it not?

Mr. MILLER. Well, there are no railways connecting them. There is no way to get to the Puget Sound Navy Yard except by boat or highway. Bremerton is a very substantial and prosperous city. It is perfectly independent of Seattle, but of course both cities are close commercially speaking.

The CHAIRMAN. I presume there is not apt to be built a ship that could not get to the Puget Sound Navy Yard?

Mr. MILLER. No.

Mr. STEPHENS. The difficulty at Puget Sound Navy Yard is that it is too deep, and they can not anchor.

Mr. MILLER. You can anchor at Port Orchard, right off the navy yard. The vessels anchor and make repairs there because there is not sufficient dockage room at the navy yard. Of course vessels can not anchor out in the middle of the sound, because they would be in the line of the traffic. But that is a very deep body of water.

(The material submitted by Mr. Miller is as follows:)

[House Report No. 1272, Sixty-sixth Congress, third session].

The special joint committee, composed of five Members of the Senate, appointed by the President of the Senate, and five Members of the House of Representatives, appointed by the Speaker of the House of Representatives, created by the act of Congress making appropriations for the Naval Service for the fiscal year ending June 30, 1921, and for other purposes, approved June 4, 1920, reports as follows:

The duties and jurisdiction of the committee were defined by the said act as follows:

"The committee shall investigate the advisability of establishing, developing, and maintaining a naval base on San Francisco Bay, or the waters tributary thereto. The committee shall prepare comparative estimates of the cost of acquiring, establishing, developing, and maintaining such sites and shall report to the Congress of the United States not later than December 31, 1920, the result of its investigation, together with such other recommendations, estimates, and information as it deems proper, including information concerning a deeper channel to Mare Island Navy Yard and a sufficient water basin at Mare Island.

"That said committee shall also investigate and report in like manner as to the advisability and cost of establishing an aviation base at Sand Point, King County, Wash.; a submarine base at Los Angeles Harbor (San Pedro), Calif.; and a submarine destroyer and aviation base at Port Angeles, Wash."

The time within which the committee should report was subsequently extended to January 31, 1921.

The committee visited and inspected Sand Point, Ediz Hook, and the Puget Sound Navy Yard, in the State of Washington; Hunters Point, Alameda, Mare Island Navy Yard, and Carquinez Straits, Richmond or San Pablo, and San Mateo, on San Francisco Bay.

It also visited and inspected Los Angeles Harbor (San Pedro), Monterey, and various naval activities and projects in and about San Diego Bay in the State of California. It had hearings at various points and was accompanied upon its tour by

Admiral R. E. Coontz, Chief of Operations; Rear Admiral W. L. Capps; Rear Admiral W. Parks, Chief of the Bureau of Yards and Docks; Lieut. Commander H. W. Will, aide to Admiral Coontz; and also various other naval officers at the several naval stations referred to above. The committee consulted freely with the technical experts detailed by the department for that purpose, and also with the Navy General Board in all the matters covered by this report and by its instructions.

Sand Point is a comparatively level tract of land bordering upon Lake Washington, just outside of the limits of the city of Seattle. The area contemplated for an aviation base contains approximately 400 acres. The land will require clearing and considerable grading. Lake Washington is a well-protected body of fresh water and is excellently adapted for seaplane work. Sand Point, when prepared as mentioned above, would be satisfactory as an aviation base, although the area is somewhat limited for both lighter-than-air and heavier-than-air activities. It is the opinion of this committee, and it so recommends, that a naval aviation base should be established in the Puget Sound region and that Sand Point is the most desirable site available for that purpose in this region and that it should be selected and acquired.

In general, the country surrounding Puget Sound contiguous to a body of water suitable for the use of seaplanes is steep or hilly and heavily wooded, and no other site combining the necessary features is known, although careful inspection has been made.

It is not the opinion of the committee that it should be developed immediately for the use of both lighter-than air and heavier-than-air craft, but the committee recommends that at least one unit of heavier than-air equipment be at once established, at a cost not to exceed \$1,500,000. A portion of the land is already cleared. The future development of the site and the enlargement of its aircraft activities should be subject to future decision and growth. We here attach telegrams from the chairman of the board of commissioners and from the prosecuting attorney of King County relative to the proposed offer of the county to donate this site to the Government.

SEATTLE, WASH., January 25, 1921.

MR. MILES POINDEXTER,

*United States Senate, Washington, D. C.;*

County commissioners have asked us to wire you confirming Mr. Ramsey's statement to rights of counties to acquire aviation fields and dispose of same by deed to United States. Laws 1919 confer power eminent domain on counties to acquire aviation sites. Section 901, Remington & Ballinger's Code, authorizes a disposal of such lands to United States, and section 6853, same code, provides for rights ceded Government.

MALCOLM DOUGLAS,

*Prosecuting Attorney.*

SEATTLE, WASH., January 23, 1921.

MR. MILES POINDEXTER,

*United States Senate, Washington, D. C.;*

Answering your wire 22d: County has full power to acquire land for aviation purposes under State law 1919. Power of county to convey land to Government fully held by Supreme Court decisions in Lake Washington Canal cases. I went over Sand Point thoroughly to-day. King County will convey to Government without cost its holdings of 230 acres and will immediately acquire and convey without cost Government additional acreage, making total of 400 acres. This will give field of approximately 1 mile north and south and more than three-quarters of a mile east and west, practically level and easily cleared, with more than 1 mile of lake water frontage and railroad trackage along entire west boundary. Am in ignorance of Government's plans and requirements, but if additional land is required for ultimate development of aviation plans there is available 200 acres more that can be utilized. Will arrive in Seattle on this matter Sunday evening, January 30, with full power to act for King County.

CLAUDE C. RAMSEY,

*Chairman Board King County Commissioners.*

The cost of completely clearing and grading and filling the entire Sand Point site could be approximately \$800,000. It will not be necessary at once to complete the grading and filling and clearing of the entire area. The cost of the improvement and equipment to fit the site for use as a flying field will depend upon the extent of development and use.

## REPORT OF CAPT. CUNNINGHAM OF AVIATION SITES ON LAKE WASHINGTON, WASH.

Lake Washington is a fresh-water lake about 20 miles long and from about 1 to 4 miles in width. It has a general north and south direction and the center of it is located about 4 miles east of the business district of the city of Seattle. The greater part of the lake has a depth of 50 feet or more and there are no hidden obstructions to navigation. It is kept at a constant level by the spillway in the Lake Washington Canal. The lake is connected with Puget Sound by the Lake Washington Canal, which is nearing completion. The length of the canal is about 8 miles. There are double locks near Ballard, a short distance from the Puget Sound entrance. The largest lock is 80 feet wide, 825 feet long, and the depth over the miter sills is 25 feet at extreme low water. The channel to Lake Washington is to have a minimum depth of 25 feet and a minimum width of 75 feet at low water.

Lake Washington is surrounded by timbered hills and the water should seldom get too rough for seaplane work. On account of the length of the lake and the fact that the wind practically always blows either up or down it, the air conditions, except in the ends, are probably not bad, as the wind coming over the hills has space in which to straighten itself out. There are practically no manufacturing enterprises on the lake itself, but its proximity to Seattle and its facilities for manufacturing, skilled labor, and supplies of all kinds is an advantage. Paved highways serve the west side of the lake and the two sites described below have railroad tracks at the property. Fresh water is abundant and electric power in desired quantities can be secured from the power companies in Seattle.

There were 10 sites proposed and all 10 were inspected. All except two have disadvantages which eliminate them from competition with the two which will be described.

## SITE NO. 2.

This site lies at the extreme south end of the lake at the mouth of a large valley and is known as Black River Flats. It consists of about 350 acres of flat lowland with sloughs traversing part of it. The artificial channel of Cedar River runs through the property. On the eastern edge of it are the tracks of the Northern Pacific Railway and on the western edge the electric line to Seattle. This property is reached from Seattle either by railroad, electric line or highway, the distance from the business section being 7 miles. The entire tract is controlled by eight or nine owners. If properly improved, this site would be suitable for an aviation base for seaplanes and dirigibles. Its improvement would probably be expensive, as a great part of the land would have to be filled in and the elevation of it raised at least 2 feet. The river channel passing through the property is a serious disadvantage. It is also about 15 miles to the canal entrance to the Lake. While not bad, the air conditions at this site are, in my opinion, not as good as at site No. 10 and the character and lay of the land is not so good.

## SITE NO. 10.

The site is known as Sand Point and is located on the west shore of Lake Washington, about 2 miles north of the entrance of the Lake Washington Canal. It is a wide flat point of land projecting into the lake and consists of about 400 acres, with  $1\frac{1}{2}$  miles of shore line. The soil appears to be a sandy loam which would probably drain easily. There is a small partially drained pond at the south end of the property which it would not be absolutely necessary to fill in. The entire tract is flat and covered with timber. On account of the direction of the prevailing wind and the long stretch of water they blow over before reaching this tract, the air conditions are probably good. There is a sloping gravel beach on three sides of the site and there is from 35 to 62 feet of water at the proposed pierhead line for the greater part of it. On the west side of the property are the S. & I. Railway tracks and a county road leading to the business district of Seattle, 6 miles distant. The electric car line is at present  $1\frac{1}{2}$  miles from the site, but I am informed that an extension will be built to it. The air-line distance to Puget Sound is about 5 miles, and there are landing places for seaplanes en route. To prepare this site it would have to be cleared and some leveling done. The whole site is controlled by three owners and is unimproved except for one farmhouse on 10 acres of cleared land. If properly prepared, this site would be satisfactory for an aviation base for seaplanes, land machines, and dirigibles. It has the advantage of plenty of protected clear water for maneuvering, deep water from the Sound to and at the site, and no obstructions in the immediate vicinity. I am informed that Lake Washington is never obstructed with ice and that there is no current present.

## REMARKS.

he large proportion of the time fog, smoke, and rain is experienced in this part of the country, making it extremely unfavorable for aviation operations, and for this reason it is recommended that only such stations as are necessary for the defense of the locality be established. If it is found necessary to establish a large base in the vicinity of Puget Sound, site No. 10 on Lake Washington offers a very satisfactory location.

ALFRED A. CUNNINGHAM.

REPORT OF CAPT. CUNNINGHAM ON PROPOSED AVIATION STATION AT NAVY YARD, PUGET SOUND, WASH.

The space at present proposed for an aviation station at the navy yard, Puget Sound, is entirely inadequate if it is intended to use dirigibles or land machines. It requires, as a minimum, a space of approximately 1,500 feet in length and entirely free of obstructions for a landing field for the present high-speed airplanes, and the demands are increasing all the time. Dirigibles on account of their clumsiness in handling, require fully as much. If seaplanes alone are to be used, the proposed depth of the field is sufficient, but about twice the proposed water front should be allotted.

If it is desired to use land machines or dirigibles or both at this yard, it is suggested that the only way that is apparent would be to leave the space included in the red lines (see attached blue print) clear of all obstructions, including poles and wires. The aviation hangars and storehouses could be constructed next to the coal dock, as shown on blue print. They would thus occupy ground that would not be ordinarily used for maneuvering. It would also be extremely desirable, if not necessary, to place the proposed receiving ship pier at the position near the coal dock (indicated in red) on account of the obstruction offered by a receiving ship and its mast. In the present position the receiving ship would occupy space not ordinarily used for maneuvering. The advantage of this arrangement is that the parade ground of the navy barracks could be used as part of the aviation field, so far as maneuvering space is concerned, without interfering in any way with its use as a drill ground. In order for this to be successful, all obstructions between the aviation field proper and the parade ground should be removed and the street and railroad track in front of the parade ground would have to be put in such condition that an airplane could run over them at high speed without breaking landing gear. This is a detail and could easily be accomplished. On account of the fogs it will probably be necessary to use dirigibles extensively in this section of the country, and it would be desirable, for other reasons, to have the main base at the navy yard. Land machines are extremely valuable for purely defensive work against hostile aircraft. An enemy whose aircraft could injure this yard would be compelled to use seaplanes. They are much easier to maneuver, and poorer climbers than land machines. The advantage of using land airplane would have over these clumsier enemy machines is obvious. One arrangement I can propose which would allow for the use of land machines as dirigibles at the navy yard is the one suggested above. This flying field would be available for a navy yard recreation ground.

The locations proposed for anti-aircraft guns are satisfactory if two stations are to be used. If only one station is decided upon, the crown Wireless Hill is the better site should be prepared so that these guns will bear on a target in any point of compass and at an elevation above the water of from 300 feet to directly overhead. It will necessitate removing all trees and other obstructions which interfere with field of fire.

ALFRED A. CUNNINGHAM.

The CHAIRMAN. The committee will now hear Admiral Parks, Chief of the Bureau of Yards and Docks.

What knowledge have you, Admiral Parks, as to the site spoken of by Mr. Miller, and the one which is covered by the bill which he introduced, H. R. 7492?

STATEMENT OF REAR ADMIRAL C. W. PARKS, CHIEF OF BUREAU OF YARDS AND DOCKS.

ADMIRAL PARKS. Well, I first had knowledge of the site from the report of the Helm Commission.

The CHAIRMAN. You are familiar with that?

Admiral PARKS. Yes. And later I visited the site, I think in the summer of 1919, and again in the fall of 1920, with the joint commission.

Mr. PADGETT. That was in November?

Admiral PARKS. That was in November.

The CHAIRMAN. Therefore, you have been on the site and have knowledge of it aside from the information which you got from the report of the Helm Commission?

Admiral PARKS. I have. At the time of the visit in November last year, a strip several hundred feet wide was being cleared for a plane landing, and that gave a better view of the condition of the land than I had been able to get at the earlier visit. We went to see a small pond that is on the site, but did not see the marsh saw a marsh adjacent to the pond, and gathered the idea that the pond was dry at that time.

The land is, as stated, about 400 acres in extent, with an irregular shore line. On the south side there is a rather steep bluff with residences on that bluff. On the westerly side there is a road, the Northern Pacific Railroad, and then a rather high bluff. So that the area of land is practically limited for our purpose to about 400 acres that has been called flat. Most of the land was covered with heavy timber, and it was not easy to see whether that was the land until trails were cut through—slashes. There was a clearing on the westerly side that was cleared, and that was pretty flat.

The hills, which are about 47 feet high, were in the timber. The surveys made since the recommendation by the Helm Commission have shown that there are two of these hills 47 feet high. One of them is very close to the eastern point of the land, and that one is very rapidly.

Some of the members of the commission walked along the top of that bluff, and the bluff showed that the gravel outcrop also was there. It would make comparatively easy grading, at a comparatively low price.

The 47-foot land to the west of that was mostly in the timber section, but one edge of it was in the slash that had been cut for a plane landing field, and that land—which was being slashed as well as cleared—showed pretty good-sized cavities, where the timber had been pulled, of rather deep soil, probably an average of 10 feet of forest soil, on the clay and gravel.

And then Lake Washington had been lowered at the time of the construction of the canal about 7 feet, I think, and that exposed a considerable flat beach all the way around the island, showing a good deal of gravel. That is, we found that the surface indicated a possibility of comparatively easy excavation. And we had a few test pits made in the surface before the committee reached San Francisco. The reports of those test pits indicated that there was no rock that would make expensive excavation for grading.

The CHAIRMAN. At how many points were those examinations made?

Admiral PARKS. I have not those notes with me, but I think there were four of the pits that were dug.

Mr. DRANE. What is the nature of that timber?

Admiral PARKS. It is soft, original timber; that is, No. 1 Douglas fir.



The CHAIRMAN. How far back were those tests made?

Admiral PARKS. Those were made on the two areas of high land.

The CHAIRMAN. They were covered with sand?

Admiral PARKS. Yes. It is possible, of course, that those two high points might be covering outcropping rock, and we were endeavoring to discover whether there was any rock that would be uncovered in excavating those hills.

Now, the area of that site is not as large as one would desire for the landing of a 20,000,000 cubic-foot airship. And that is the dimension to which certain naval officers have assumed that we will approach; it is away beyond anything in sight to-day.

Mr. PADGETT. May I interrupt you to ask what would be the dimensions in feet of a 20,000,000 cubic-foot airship?

Admiral PARKS. That has not been determined. The bags of the present machine are of circular cross-section; and it has been thought that if a machine of such a size as 20,000,000 cubic feet is built it will probably be with an elliptical cross section.

Mr. PADGETT. You are referring to the lighter-than-air machines?

Admiral PARKS. Yes, sir; lighter-than-air, and possibly it would be in the neighborhood of 1,100 feet in length.

Mr. PADGETT. Just at that point, was it not the consensus of opinion that that site was not adapted to lighter-than-air machines, and that it should be confined to heavier-than-air machines, on account of the abrupt bluff on the south and the descent on the west being obstructed by that bluff?

Admiral PARKS. I think the consensus of opinion was that it was excellent for heavier-than-air machines, but not wholly satisfactory for lighter-than-air machines.

Mr. PADGETT. That is what I am calling attention to.

The CHAIRMAN. There is not sufficient landing space there for a lighter-than-air boat, is there?

Admiral PARKS. It is not enough to be wholly satisfactory; but we have laid out a plan to use a one-end hangar for lighter-than-air craft, that will give sufficient landing space between the end of that hangar and the beach to land a machine swinging over the water; and as the water is entirely clear of any obstruction there, that adds to the available land area, to a certain extent.

But to handle a machine even of the size that we now have, 750,000 feet, we should have a flat slope of approximately 3,000 feet in width, and preferably of 4,000 feet in length. It is desirable to have that a flat, horizontal area. But to make a flat area on this point would require the excavation of about 1,675,000 cubic yards of this higher land graded into the lower places--no; it would be much more than that, if you were going to make it a level, flat area. It would be 1,675,000 yards if you were grading it from the high point on the eastern side to the low point on the western side, with a grade of 6 inches to 100 feet. Now, everybody agrees that that is flat enough for handling the machine.

The CHAIRMAN. What would be the minimum number of cubic yards for that.

Admiral PARKS. That would be 1,675,000 cubic yards. But there is a possibility that a grade of 1½ feet to 100 feet will give a working grade.

The CHAIRMAN. How many yards of grading would then be required?

Admiral PARKS. That would cut the grading in two. It has been stated that the approximate cost for the grading would be \$800,000 because of the uncertainty as to whether a grade of 6 inches in 10 feet, or one of 1½ feet in 100, or something between, will be the grade finally decided upon as necessary.

The CHAIRMAN. Well, has not that point been determined? Has not the Government graded in fields for lighter-than-air craft?

Admiral PARKS. We have graded at Lakehurst, but we have made that flat.

The CHAIRMAN. You have made that flat?

Admiral PARKS. Yes; or horizontal. I have a feeling that we have done a little more grading there than is absolutely necessary; but it is the first landing place for that kind of machine that we have laid out, and it was, perhaps, safer to be on the safe side.

The CHAIRMAN. What became of the Lakehurst field?

Admiral PARKS. We hope to have it finished by the middle of next month.

The CHAIRMAN. How many acres are there at Lakehurst?

Admiral PARKS. I think there are 1,300 acres there.

The CHAIRMAN. Have we both kinds of machines there, both lighter-than-air and heavier-than-air?

Admiral PARKS. No; only lighter-than-air.

Mr. KRAUS. What would be the cost of grading to 6 inches in 100 feet?

Admiral PARKS. Between \$800,000 and \$1,000,000; that is our idea, based upon the cost of the work which has been done at Puget Sound within the last two years.

Mr. KRAUS. If you graded to a foot and a half to 100 feet, it would cost approximately \$800,000, would it?

Admiral PARKS. No; we said the approximate cost would be \$800,000; but we had not decided which grade, or what grade, would be necessary. And the \$800,000 would not give you a grade of 6 inches to 100 feet; it would give you better than a foot and a half to 100 feet.

Mr. PADGETT. It would give between the two?

Admiral PARKS. Yes; in between somewhere.

Now, that covers the ideas that we have had relative to that site for lighter-than-air machines.

For heavier-than-air machines the beach is excellent. There is no change of tide; there is no undesirable wind condition for the heavier-than-air boats. What will happen with the land machines I am not prepared to say. But that landing place that was being prepared when the committee was there in November, 1920, may be in use at this time, and there may be some record of its use.

The CHAIRMAN. Let me ask you at this point as to the approach to this place. I learned during this hearing what I did not know—that the roadway to that site from Puget Sound runs through a canal having locks. Do you know the width of those locks?

Admiral PARKS. Eighty feet.

The CHAIRMAN. What is the width of spread; those large ones, mean?

Admiral PARKS. I have just received the figures from 1917. The *R-6* was 52 feet; that was early in 1917. In the fall of 1917, the *H-S* was given the same spread, and a little later 75 feet. Early in 1918, the *H-12* was given 96 feet; early in 1918, the *F-5-L* was given 105 feet; and in the fall of 1918, the *N-C* had 127 feet. That 127 feet is the largest.

The CHAIRMAN. How would we get an injured machine through that lock, then?

Admiral PARKS. It would be necessary to pick up anything that is of the size of the *F-5-L* or the *N-C* and put it athwartships of a barge or ship and take it through the lock on the deck.

The CHAIRMAN. Take it sideways through?

Admiral PARKS. Any damaged ship that we had early in 1917 could be taxied through.

The CHAIRMAN. But at this time a damaged ship could not be sent through the lock?

Admiral PARKS. No.

The CHAIRMAN. It would be necessary to put it on the deck of a ship sideways?

Admiral PARKS. Yes, sir.

Mr. PADGETT. Just on this same point, the side walls of the lock at that point are not very high, and if the craft was passed through that lock the wings would be lifted above the sides of the wall, would they not?

Admiral PARKS. Yes; but that would require the use of a vessel. The lock is 42 feet from the coping to the sill, with a depth of 25 feet of water; so that there is 15 feet of wall above the surface of the water.

Mr. PADGETT. Then if you place the airship upon a flat-top vessel, it could go through—that is, assuming that it went through on the water—

Admiral PARKS (interposing). Yes, sir. It could not be taxied through, of course.

Mr. PADGETT. If it used its own power and flew over the lock, of course, you would have no trouble.

Admiral PARKS. No; with undamaged machines there would be no trouble. This is simply the case of a machine that is damaged on the sound that you want to get back to the station.

The CHAIRMAN. An undamaged machine you would not send through the lock?

Admiral PARKS. No.

The CHAIRMAN. No; you do not want to use the lock with an undamaged machine; but with a damaged machine, you have to tow or haul her through; and if you can not tow her you have to haul her.

Mr. PADGETT. And then if it was a machine where the wings went above the side walls of the lock, it would go through.

Mr. STEPHENS. That would not be necessary if you turned it sidewise.

Mr. PADGETT. I was just coming to that; if you turned it sidewise it could go through without any trouble at all.

Admiral PARKS. There would be plenty of trouble. I do not know what the dimensions of the 3-plane machines are. There is a 3-plane machine now. I understand they are the same as the *F-5-L*; that would be a 105-foot spread.

The CHAIRMAN. Of course it could be taken through s But that is 105 feet, and your *N-C* is 127, you say?

Admiral PARKS. One hundred and twenty-seven feet.

The CHAIRMAN. And you could not tow a ship through the spread of more than 80 feet.

Mr. KRAUS. What is the length of the boat construction of large seaplanes?

Admiral PARKS. About two-thirds of the spread.

Mr. KRAUS. Therefore it could not be towed through the sidewise.

Admiral PARKS. I think you would have a good deal of towing the thing broadside; the wings would be apt to be f on both sides.

The CHAIRMAN. Well, Admiral Parks, there seems to be uncertainty as to the desirability of this point for the lighter air craft. There does not seem to be any division of opinion the advantages of this point for heavier-than-air craft. Now can we reconcile this thing so that we can provide for both seems to me that it would be a good thing to have a union of services.

Now, we have this station down at San Diego. Now, let vide for this at a point where we can have a sufficient unit, cient area of land, to enable us to operate both heavier-than-lighter-than-air craft. What can be done at this particular along that line? Can we not grade enough there to get a fie will do for both?

Admiral PARKS. I do not think we can grade any more point to advantage. I think 400 acres has to be considered limit in area. Now, we have blocked out a plan that puts the end hangar in the southwest corner, with the heavier-than-chines on the easterly beach. We have gotten them as far from reach other as we can on that area.

The CHAIRMAN. Well, Admiral Parks, all of this will have done by crowding, and with some doubt in the minds of the as to whether it can be done. I presume it will have to be c crowding, because they told us that 400 acres at San Diego sufficient for the two branches of the Air Service, and if it sufficient there it will not be sufficient at Sand Point. Now not make a mistake about this, but let us find somewhere country sufficient land to accommodate both branches of t Service.

Admiral PARKS. Well, I do not know whether the Helm mission had other places in mind—

The CHAIRMAN (interposing). No; the Helm report was away back in 1917; and you have just told us how they ha veloped the span since that time.

Admiral PARKS. Well, in the matter of Camp Lewis, to you have referred, I think that is probably a development sin Helm Commission were on the coast.

The CHAIRMAN. What do you know about this Camp Lew We will return to the other site after a while. But let us mind now the topography of the ground, before we go any f and have something as definite as you can give us. I pres may be necessary for you to see the territory over there befo

make us any definite report; but let us get as far as we can now, find something that may be useful.

Admiral PARKS. The contour map of Camp Lewis that you have before you is on a 20-foot interval, and there is an area of 2 miles in length between two 20-foot contours.

The CHAIRMAN. Will you mark on this blue print the boundaries of the land known as Camp Lewis [handing blue print to Admiral PARKS]?

Admiral PARKS marked blue print.)

The CHAIRMAN. Within that boundary are how many acres?

Admiral PARKS. Eighty thousand, I understand.

The CHAIRMAN. And that land is owned by the Government, and now has within its boundaries a camp known as Camp Lewis has, is it?

Admiral PARKS. There is an encampment there.

The CHAIRMAN. In other words, the Army has that space? Do you know whether or not the whole of the land at this site has been allocated to the use of the Army?

Admiral PARKS. That is what I understood, that the 80,000 acres have been donated to the United States for the use of the Army.

The CHAIRMAN. The whole 80,000 acres, then, has been turned over for the use of the Army and belongs to the Government?

Mr. PETERS. How much is the Government using?

Admiral PARKS. Well, the most of the encampment is in a small area down here [indicating on blue print], say about 1,500 or 1,600 acres, I should think.

The CHAIRMAN. Do you know whether the Army has made any effort to establish an aviation field on any of this land?

Admiral PARKS. I have never heard of any.

The CHAIRMAN. Do you know whether the Army has made any investigation of it to see whether an aviation field could properly be established there?

Admiral PARKS. I have not any positive information as to that, but the commandant of the navy yard at Puget Sound suggested considering this site, and I inferred from that that he had heard something.

The CHAIRMAN. Who was the commandant of the navy yard?

Admiral PARKS. Capt. Field.

The CHAIRMAN. And he suggested the propriety of making an examination of this field for an aviation station?

Admiral PARKS. Yes.

The CHAIRMAN. When did he suggest it?

Admiral PARKS. Last winter.

The CHAIRMAN. Before the visit of this joint committee?

Admiral PARKS. No; it was in the winter. I think; about the time that the report of the joint committee was being prepared.

The CHAIRMAN. Do you know whether his suggestion was an official one?

Admiral PARKS. Yes; I considered it official.

The CHAIRMAN. Have you his communication here?

Admiral PARKS. Yes [handing paper to chairman].

The CHAIRMAN. This communication is signed by the commandant of the yard.

Admiral PARKS. The commandant of the yard and the district; it is the same man there.

The CHAIRMAN. Will you please read that communication so that we may have it in the record. What is the date of it?

Admiral PARKS. January 15, 1921. It is a telegram:

DOCKS NAVY DEPARTMENT,  
Washington, D. C., January 15, 1921.

Telegram. 80015. Your 80012-1650.

Airplane reconnaissance by public works' officer, Whitby Island, reports flat area near Useless Bay, one-quarter to one-half mile wide, three-quarters mile long, surrounded by rising land two sides and small pond on eastern end. Will require very extensive excavation. Not believed feasible develop aviation field on Whitby Island.

In view of bureau's statement relative to desirability of lighter-than-air station at least 6,000 feet long, which would require excavation at Sand Point of approximately 10,000,000 cubic yards, recommend bureau give consideration to Camp Lewis, located near Tacoma, Army reservation, which is reported as having extensive area of flat lands.

Also recommend that consideration be given flat areas near Stanwood and to the south of Everett.

231-M.

The CHAIRMAN. Did you ever have any talk with Admiral Mayo as to a point where an aviation field might be found in that country?

Admiral PARKS. When the report was submitted for an opinion of the General Board by the joint committee, the General Board had a hearing, and at that hearing Admiral Mayo, a member, asked if we had given consideration to Whitby Island. That was the first time that Whitby Island had come to my attention as a possibility. I telegraphed immediately to Puget Sound for information, and the telegram I have just read is the reply to that telegram of mine.

The CHAIRMAN. Did that telegram satisfy you in any way? And if it did, I would be indebted to you if you would tell us why.

Admiral PARKS. Well, it rather threw a doubt into my mind as to whether we had really covered the ground or not.

Mr. PETERS. That is, you mean by the investigation?

Admiral PARKS. By the investigation.

The CHAIRMAN. Yes; as to whether or not the department should not make further investigation before determining the site?

Admiral PARKS. Well, we were so far along at that time that there was nothing more we could do right then, without delaying the joint committee's report.

The CHAIRMAN. But the report of the commandant of the Puget Sound Navy Yard which you read would seem to indicate that that point is not desirable?

Admiral PARKS. He questions whether a more desirable area can not be found at these other points.

The CHAIRMAN. Well, he speaks of 10,000,000 cubic yards of dirt to be removed at this point covered in the Miller bill.

Admiral PARKS. To get 6,000 feet in length of land.

The CHAIRMAN. To get 6,000 feet in length, for the accommodation of the lighter-than-air craft.

Mr. PADGETT. If I was asked to guess at what would give 6,000 feet in length there, I would say it would be more than 10,000,000 cubic yards that would have to be removed.

Admiral PARKS. We would have to take that whole hill on the south.

**Mr. PADGETT.** You would have to take that whole hill on the south, and that is occupied by residences. It is not worth while to discuss that. You have given the area there as 400 acres at the outside. Personally, from the investigation I made, I doubt if there are 400 acres. I think about 360 acres will cover the flat land. Others insist that it might be stretched to 400 acres. In going down on the boat we talked of different tracts with some gentleman who is prominent in the dealings there, and who has a home right on that high point on the south; I do not recall his name.

**Mr. MILLER.** Probably it was one of the Mr. Jenneys; he has a nice home in there.

**Mr. PADGETT.** I do not know. But we went over the matter and gave the number of acres as about 360; but this gentleman and others said that by stretching it they could make it 400 acres. But I think that is the maximum that you could consider as in any way possible, because in the south and west you will run up against a bluff that is 29 feet high. And the entrance to this land is from the east and the north, and it is shut off from the west and the south.

**Admiral PARKS.** The 6,000 feet referred to in my telegram was for an examination at Whitty Island. I knew at the time that we could not do anything like 6,000 feet at Sand Point; now 6,000 feet will give you a double-ended hangar, one in which you can go in or out at either end. And at Sand Point we knew that we would be limited to a one-ended hangar; and we have not laid out anything at Sand Point on any other basis.

**The CHAIRMAN.** Let me read the last part of this report to you:

Also recommend that consideration be given flat areas near Stanwood and to the south of Everett.

Where is Everett?

**Admiral PARKS.** Everett is a little north of Seattle. Here is Everett, here is Seattle, and here is the navy yard [indicating on map].

**Mr. PETERS.** Does this map show Camp Lewis?

**Admiral PARKS.** Yes. Here is Tacoma [indicating], and here is Camp Lewis near Tacoma [indicating].

**Mr. PETERS.** Now, this telegram recommends that consideration be given to this site to the south of Everett, and also to Camp Lewis.

**Admiral PARKS.** Yes.

**Mr. PETERS.** What have you done with regard to this recommendation?

**Admiral PARKS.** Nothing has been done as to that recommendation.

**Mr. PETERS.** What do you think ought to be done with that recommendation?

**Admiral PARKS.** I think a full investigation ought to be made before we decide anything. Do you know where Stanwood is, Mr. Miller?

**Mr. MILLER.** Stanwood is on Tacoma Flats.

**Admiral PARKS.** It is not on this map.

**The CHAIRMAN.** When he recommends that consideration be given to flat areas near Stanwood and to the south of Everett, is he referring to one point only, or to two?

Mr. MILLER. Now, here is a map of the Puget Sound country. Here is Everett [indicating], that is one point. Now, Stanwood here [indicating].

The CHAIRMAN. Then there are two points that the commandant calls attention to; one is near Stanwood, and the other to the south of Everett. That is true, is it not?

Admiral PARKS. Yes.

The CHAIRMAN. How far is Everett from Seattle?

Mr. MILLER. Thirty-two miles.

The CHAIRMAN. How far is Stanwood from Seattle?

Mr. MILLER. Twenty or twenty-five miles.

Mr. PETERS. Admiral Parks, you have all the information that is needed on this Sand Point site?

Admiral PARKS. Yes.

Mr. PETERS. But you have no knowledge as to the Stanwood or Everett sites, or as to the Camp Lewis site?

Admiral PARKS. Except what is on this 20-foot contour map.

Mr. PETERS. What could you do to get information as to the other places mentioned?

Admiral PARKS. We could have surveys made. I will say that what Admiral Mayo probably had in mind was this flat area here [indicating on map].

Mr. PETERS. On the island?

Admiral PARKS. On the island.

Mr. PETERS. But the commandant has telegraphed that he does not think that is available?

Admiral PARKS. Yes; for the lighter-than-air machine.

Mr. PETERS. Well, do you think further investigations ought to be made on the Pacific coast?

Admiral PARKS. I think they ought to be; there is time enough to think to make the investigations.

Mr. PETERS. How would you recommend that they be made?

Admiral PARKS. I would have the public works officer make the surveys. If I had the time, I would like to go out and make a personal examination of those things myself and see whether it is worth while to spend time on them.

Mr. PETERS. Well, before the Government spends three or four million dollars on the thing, I think it would be a good idea.

Admiral PARKS. Yes; it would take a good deal.

The CHAIRMAN. A man of your experience ought to be able to get us valuable information on it.

Mr. PETERS. And we want all possible information; certainly we can not act so long as people recommend other sites for examination.

Admiral PARKS. You see this is an up-and-down country.

The CHAIRMAN. In order to move this thing along a little, Admiral Parks, and bearing in mind the fact that there will likely be a military station in that section of the country, somewhere in or about Everett or Tacoma, you could telegraph out or write out to your engineer out there and let him make a preliminary survey and send it back to you, giving you his judgment; and then I think as soon as you get it you ought to go out there yourself.

Mr. PETERS. This Sand Point site apparently is not available for both lighter-than-air and heavier-than-air craft.



admiral PARKS. It would be, but it would be restricted.

Mr. PETERS. Then I do not think it is available.

admiral PARKS. If we can make it available by grading, it is the way we want.

Mr. PETERS. But you want one large enough for both purposes.

admiral PARKS. Yes, we want one large enough for both purposes, operate in the way we want; but we have to adapt ourselves to circumstances. But if that is the best thing there is in that section we can get, I think everybody is of one mind in saying that facilities must be established in the Northwest.

Mr. PETERS. Yes; I think so.

admiral PARKS. And if that is the best we can do, we certainly ought to be able to adapt ourselves to it and make the best use of it we can. But if there is something that will give us easy and and satisfactory operation——

the CHAIRMAN (interposing). And combine both services.

admiral PARKS. And combine both, yes; it would be better. At the time the Helm Commission was out there, that was the thing they saw that was available. Of course, the flats of Tacoma are large enough. But they flood, and you would have to a tremendous amount of filling to get above the flood waters. It is very hard to find a large level tract of land anywhere, on either coast; it is more difficult to find one on the Pacific coast than it is on the eastern coast.

the CHAIRMAN. We have made a little beginning up on the Columbia River. Is there anything there?

admiral PARKS. At Tongue Point? I do not think there is anything suitable for lighter-than-air craft at Tongue Point; and if you know Astoria you know it is built up a hill, and what is not built up is built out on piles in the water. They are filling in those places now.

the CHAIRMAN. Mr. Miller, perhaps you can answer this: From what you know of the points around Seattle and Tacoma, along that coast for about 200 miles, is the land about the same in configuration?

Mr. MILLER. Yes, sir; it is a very bold coast.

the CHAIRMAN. It is a bold coast all the way along?

Mr. MILLER. Yes, sir.

the CHAIRMAN. So that if we go anywhere within speaking distance of Seattle or Tacoma we would find the same formation?

Mr. MILLER. I should say so; generally.

the CHAIRMAN. The same topography?

Mr. MILLER. Generally speaking, I think it is a bold coast. I think the admiral will agree with me about that.

admiral PARKS. I think the mountains are very close to the shore here.

the CHAIRMAN. These are the foothills of the big ranges of mountains, are they not?

Mr. MILLER. There are two ranges, the Olympic on the other side of the Cascade on this side.

Mr. KRAUS. It would be better to have a hangar with two ends than one with only one end, would it not?

admiral PARKS. Decidedly.

Mr. KRAUS. And you are adopting one with one end at Sand Point because of the limitations of the site?

Admiral PARKS. Because that is the only area that we know of at the present time that is suitable for the work.

Mr. KRAUS. Assuming that at some time it would be necessary or advisable to do the 10,000,000 yards of excavation, as intimated or surmised by the report that you have here, what would that cost?

Admiral PARKS. That would depend on the labor conditions at the time. But it is the same kind of excavation that we have had over at the navy yard at Bremerton during the last year; and there is no reason to expect the price per yard to be higher than it was during the 1918-19 period.

Mr. KRAUS. What did that cost?

Admiral PARKS. 85 cents; that is, for any large quantity.

Mr. MILLER. That is based on steam-shovel excavation?

Admiral PARKS. Yes; that is based on steam-shovel excavation.

Mr. MILLER. And sluicing would be cheaper.

Admiral PARKS. It was suggested there that we do not excavate the land on the high points all in low places, but pump in from the lake and fill it all up to the high elevation.

The CHAIRMAN. That would be a bluff?

Admiral PARKS. That would give you a good deal more of filling, but it would give you a horizontal surface for your planes.

The CHAIRMAN. Would not that make it much higher?

Admiral PARKS. We would not fill in the part on which the heavier-than-air machines are to be located; we would only fill in the part to be used for lighter-than-air machines.

Mr. DRANE. You say the cost of excavation would be 85 cents per cubic yard?

Admiral PARKS. Yes.

Mr. DRANE. For that kind of land?

Admiral PARKS. That is the prevailing cost around Puget Sound. I think that is on the basis of 55 cents for common laborers.

The CHAIRMAN. You have not had any plan laid before you by the Director of Aeronautics, have you?

Admiral PARKS. I have a sketch of the items that are needed for the war program.

The CHAIRMAN. Will you tell us what those are?

Admiral PARKS. That means 6 F-5-L's, 12 torpedo or bombing planes, 3 nonrigid airships, and 6 kite balloons.

The CHAIRMAN. Now, that is for the apparatus. Tell us how much we will have to do in construction to provide for that apparatus.

Admiral PARKS. That provides for 1,000 men and 100 officers.

The waterfront and land development would be as follows: Retaining wall, grading, and beach development, \$50,000.

The CHAIRMAN. \$50,000?

Admiral PARKS. Yes, sir; for the grading on account of the heavier-than-air station.

The pier would be \$30,000; boathouse for small boats, \$20,000. The runway, 150 feet long and 150 feet wide, would be \$100,000; concrete pavement, roads, and walks, \$20,000. That is all waterfront and land development.

The CHAIRMAN. Yes.

Admiral PARKS. And the operating and industrial development would include the following: Two seaplane hangars, 300 by 180 by 35 feet (2 sections 150 by 180 by 35 feet), \$400,000.

AIRMAN. \$400,000 each?

PARKS. No; \$400,000 for both; \$200,000 apiece. Then, rigid airship hangars 110 by 250 by 65 feet, \$450,000. ps, 60 by 200 feet, \$180,000. Storehouse, \$120,000; office \$35,000. Hydrogen plant and gas holders, \$300,000. t building, \$20,000. Garage, \$15,000. Gasoline and oil d distribution, \$35,000. Water supply, sewerage, electric power, \$125,000. Boiler house and steam distribution,

AIRMAN. Who made that estimate?

PARKS. It was made in my bureau.

It is housing development: Barracks and mess hall for 1, \$500,000. Quarters for 20 married officers, \$200,000. for 40 bachelor officers, \$120,000. Dispensary, \$50,000. 1 building, \$30,000.

a total of \$2,910,000 on this estimate to take care of the f machines that I mentioned at first.

AUS. Does that include shop equipment?

PARKS. Well, we put in shops, but did not specify any equipment.

AUS. But your estimate includes equipment and machinery?

PARKS. Yes.

AIRMAN. And that estimate is after we have the ground all

PARKS. That is to provide for the heavier-than-air machine large item for grading is grading preparatory to the in-air machines.

AIRMAN. Where is the estimate in there for the lighter-machines?

PARKS. There is none in there; that is all for the heavier-

AIRMAN. Have you any idea how much the lighter-than-air did cost us—how many additional men we would have to how many additional officers?

PARKS. I think they are figuring on 400 men at Lakehurst ine, and that is for a 2,750,000 cubic-foot machine.

AIRMAN. You do not know how much the big barn will cost? did the one at Lakehurst cost?

PARKS. That has cost over \$3,000,000. But it is a question we want to build one as large as that at Lakehurst any-

AIRMAN. You would not want to build one as large?

PARKS. I do not think so.

AIRMAN. Well, at the time we built that it was about

PARKS. \$3,000,000 more for lighter-than-air machines.

AIRMAN. And \$3,000,000 more would be \$6,000,000.

AUS. And the housing for the officers for lighter-than-air

PARKS. I included that in the \$3,000,000 estimate.

AIRMAN. You have not estimated anything for the houses workmen have to have?

PARKS. They will not have to have any.

The CHAIRMAN. Where will the workmen come from?

Admiral PARKS. From Seattle.

The CHAIRMAN. Twenty miles away?

Mr. MILLER. It is 5 miles; 6 miles from the center of Seafield. It is 20 miles to the navy yard.

Mr. PETERS. Do you recommend our agreeing upon Admiral Parks, before we make an investigation of other sites?

Admiral PARKS. In view of the suggestion made, I think it would be better to have full information on the other sites mentioned.

Mr. PETERS. How soon can that information be made available?

Admiral PARKS. It may be a couple of months.

Mr. PETERS. What are your intentions in regard to getting the information?

Admiral PARKS. I will ask the public works officer of the navy to get it just as soon as the present reorganization scheme of the navy yard will permit him to put his time on it. Just at present we are reorganizing navy yards, and nobody can give his attention to these things without danger to the reorganization.

Mr. PETERS. I understood you to say that you would like to investigate personally this situation?

Admiral PARKS. I would, but—

Mr. PETERS (interposing). Do you see any opportunity of doing so this summer or fall?

Admiral PARKS. It seems pretty hard to find time to do so. I do not know how much more work we are going to have to do. I am the budget officer; we may be through with that by the 1st of October.

Mr. PETERS. In that case, you would go out there?

Admiral PARKS. Yes; I think I could do that.

Mr. PETERS. I suppose we do not want to make any decision until we get all the information; and if you can furnish us with the information I think it is very desirable that you do so.

Admiral PARKS. That report is the best that the Helm Committee has known. Whether these other sites would be better or not is a question that could be settled with a little investigation.

Mr. PETERS. Well, I think it ought to be made.

The CHAIRMAN. Yes.

(Thereupon, at 12.30 p. m., the committee adjourned until Friday, July 15, 1921, at 11 o'clock a. m.)

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COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES  
*Friday, July 15, 1921*

The committee this day met, Hon. Thomas S. Butler (R-N.Y.) presiding.

**STATEMENT OF ADMIRAL ROBERT E. COONTZ, CHIEF OF NAVAL OPERATIONS.**

The CHAIRMAN. Admiral, we are considering the bill, H. R. 10000, introduced by Mr. Miller, providing for the acceptance by the War Department of a site for a naval aviation base at Sand Point, Wash.

for other purposes. What is your view of the desirability of acting this site?

Admiral COONTZ. My view, Mr. Chairman, is very strong on this matter as to its acceptance. I think it should be promptly and immediately accepted. We need an aviation base in the northwestern part of the United States. I would state that I have been interested in this matter for about six years. I was on the Pacific coast in 1915, and a number of us, interested in aviation, formed the Aero Club of the Northwest and we put in our dues and used some of it to investigate various aero matters, purely voluntarily.

The president of the club, who happened to have more money than the rest of us, went to the expense of having the northwest coast, in the location of Seattle, gone over and mapped out, in order that we might find the best place for an aviation site. This was before we knew that the so-called Helm Board was coming to the Pacific coast. It finally came down to the fact that about the best place that could be found was on Lake Washington, for numerous reasons as to location, including such things as windage, getting labor conditions, and all that go to make up matters connected with an aviation base. On Lake Washington there were 10 sites that were looked at long before the Helm Board came out. Sand Point was known, I think, as site No. 10. When the Helm Board did come out we took them to each one of the sites on Lake Washington as well as to various other sites in the Northwest. As you all know, alongside of deep water is ordinarily high land in the entire northwestern part of the United States, and the banks rise up alongside of the beach. Therefore it was very difficult to find an aviation site, but finally, I believe, all hands became convinced that Sand Point was the place. Sand Point is a peninsula that juts into Lake Washington northeast of the canal connecting Lake Washington with Puget Sound, and it has practically three sides.

The prevailing wind is from the north, south and the southeast, so that the machines may be placed so that they may jump into the air from any one of those angles. The Helm Board, after going over all the sites, recommended it, the so-called McKean-Parks Board recommended it, and when the joint congressional committee went out there last November, after looking over everything, they recommended it. This committee walked over practically the entire place. I think Mr. Stephens and myself went over it on foot up and down and over the level land in the back to get an absolute idea as to the possibilities. Some of it is level and some of it has to come from the sea. As far as I know, it is almost the only place in that part of the country possessing the proper advantages for an aviation base.

The CHAIRMAN. For both services, heavier and lighter than air?

Admiral COONTZ. Yes, sir; as far as I know. The question as to whether we would develop it for, first or second, would depend on what the need was. I say that I favor the bill, except I do not know that the need that much of an appropriation for the present fiscal year which has already started; it might be impossible to spend that amount of money.

The CHAIRMAN. What appropriation have you for this?

Admiral COONTZ. I think the amount asked in the bill is \$800,000.

The CHAIRMAN. That has not yet been approved by Congress?



Admiral COONTZ. That has not yet been approved by Congress, but, as I say, in this fiscal year, which has already started, a smaller amount, in my judgment, would be all that would be necessary.

The CHAIRMAN. Do you not think it advisable for us now—this is a new venture, this is an entirely new program—to start out with enough water and enough land to give us all the facilities that we will need for the next 50 years? Should we not anticipate what we will need in the next 50 years?

Admiral COONTZ. That is always very advantageous, Mr. Chairman. We have very often found that we did not purchase enough at first.

The CHAIRMAN. Do you recall the number of acres in this tract?

Admiral COONTZ. I do not accurately, but approximately 400 acres.

The CHAIRMAN. Mr. Padgett said that he thought about 380 acres. Do you recall the measure which Mr. Swing, our colleague, has pending before the committee, providing for the acquisition of Camp Kearney?

Admiral COONTZ. Yes, sir.

The CHAIRMAN. At San Diego, where they have not sufficient room for both heavier and lighter than air services?

Admiral COONTZ. Yes, sir.

The CHAIRMAN. If 400 acres are not sufficient down there, 400 acres would not be sufficient up here?

Admiral COONTZ. I think that 400 acres would answer up there for a long time.

The CHAIRMAN. Why would not 400 acres be sufficient for a long time at San Diego?

Admiral COONTZ. I would have to look into that a little before I could properly answer the question. I have not looked into Camp Kearny for three or four months, and I have temporarily forgotten what the situation is.

Mr. SWING. I think Mr. Butler means 400 acres on North Island, that is largely occupied at the time by the activities of the heavier-than-air service.

The CHAIRMAN. I understood, Mr. Swing, that it had been stated by some military authority that 400 acres would not furnish sufficient room for the two services. I may be mistaken on that.

Admiral COONTZ. I would state that Capt. Moffett and Capt. Mustin, who have just returned from there, are getting up a paper on that this very morning. I think you have summoned those officers to be here with the Secretary on Tuesday, I if recall. I think they can tell you the exact needs of those two places.

The CHAIRMAN. Is it desirable in the construction and operation of these hangars to have an opening at either end?

Admiral COONTZ. That is a question for a better expert than I am.

The CHAIRMAN. We have been told that we can obtain but one opening.

Admiral COONTZ. At Sand Point?

The CHAIRMAN. Yes, sir; have you considered that?

Admiral COONTZ. No; I have not considered that end of it, but what I do consider is no matter whether it has one end or two ends, Sand Point is the only place in the Northwest.

The CHAIRMAN. Did you examine what is known as Camp Lewis?

Admiral COONTZ. I have been to Camp Lewis several times in the past.

The CHAIRMAN. Did you examine that with a view to acquiring a site of it for the Navy for an aviation station?

Admiral COONTZ. No, sir.

The CHAIRMAN. Do you know whether that would furnish enough land that would cost less money?

Admiral COONTZ. I think it would probably furnish the necessary amount of ground, but I think its other disadvantages would outweigh that one advantage in comparison with Sand Point.

The CHAIRMAN. Can we establish an aviation station within, say, 20 or 30 miles of the navy yard at Bremerton and then have all the administrative duties performed from the navy yard, or must we have a separate unit?

Admiral COONTZ. I think, Mr. Chairman, it is greatly preferable to have a separate unit, although desirable to restrict the administrative end as much as we can and to put as much in the navy yard as we can.

The CHAIRMAN. We had some figures given us two days ago upon the cost of the establishment of a station as a separate unit—I do not know how it will impress my colleagues, but it seems to me that it will cost a great deal of money, within 20 or 30 miles of this navy yard, to put in the necessary buildings. We can not have the field connected with Bremerton, but can not we consolidate the Bremerton field and the aviation field and thus avoid the expenditure of several millions of dollars? That is a question of administration. I will leave you to consider that and to give us a reply a little later.

Admiral COONTZ. Yes, sir. At one time we hoped to have a landing field in the navy yard, but that time has gone by; we have not room enough at the navy yard now. If I understand you, Mr. Chairman, I would still establish Sand Point, but handle all the administrative end under the navy yard?

The CHAIRMAN. Absolutely. In other words, if we had the field in the yard it would all come under one administration, at least I presume it would, but being separated by 20 or 30 miles, the question in my mind is whether we would have to have an entirely separate commandant and all the necessary officers.

Admiral COONTZ. At the navy yard there is no longer any room.

The CHAIRMAN. I understand that it is not possible there, but could not we consolidate it and thus avoid expense? I do not recall the figure, but it is a very large one, for officers' quarters and for barracks for men it runs into millions of dollars.

Admiral COONTZ. I would go as slowly as could be on what we might call the luxury end and would work on the necessities first.

The CHAIRMAN. How far from the Bremerton yard did you make your examination of the coast for an aviation base?

Admiral COONTZ. We ran out to Cape Flattery which, I think, in a straight air line, is about 100 miles, and we swept down to Grays Harbor, which is another 100 miles to the westward and all the way around. A search out there which, I say, was made privately by contribution, continued for some months. It was flown over and gone into detail, even then, six years ago, we knew that some day we must have an aviation station in the Northwest. I still have some views taken by machines. We went as far south as Portland.

The CHAIRMAN. You found nothing at Portland?

Admiral COONTZ. There is no site down there. They miles from the mouth of the river and always came back to Washington and nearly always came back to Sand Point.

Mr. PETERS. You want to get a site big enough for heavier-than-air and lighter-than-air machines, that is the object?

Admiral COONTZ. Yes, sir; at one place.

Mr. PETERS. It seemed to be the consensus of opinion the other day that this was not large enough for those two purposes.

Admiral COONTZ. My opinion was that it would be large enough for a long time. Along with what the Chairman has just said regarding the administrative end, we want to consolidate all at one place. In fact, I trust that the new chief of aviation will do away with a couple of stations this fiscal year.

Mr. PETERS. I see, as professional head of the Navy, that you want to get one location that will adequately take care of both the heavier-than-air and lighter-than-air services?

Admiral COONTZ. Yes, sir; if possible.

Mr. PETERS. Do both of these services require the same kind of a place?

Admiral COONTZ. In general terms, you might say yes. There are minor differences, but we always want to consolidate the work of both at one place, if we can.

Mr. PETERS. Would you start with the heavier-than-air?

Admiral COONTZ. I think we would start with the heavier-than-air, that is my judgment.

Mr. PETERS. Mr. Padgett, who was here the other day was on the commission that went out there and who was chairman of this committee and who is very intelligent about these things, said that this was not adapted, in his opinion, for anything other than heavier-than-air.

Admiral COONTZ. Of course, my judgment is that what we need there first is the heavier-than-air.

Mr. PETERS. You would have to have hangars for the lighter-than-air machines.

Admiral COONTZ. They would probably be alongside the land found there available.

Mr. PETERS. You can not get any in that immediate vicinity?

Admiral COONTZ. Not in that immediate vicinity. We have to go to the rear.

Mr. PETERS. The presence of the body of fresh water is necessary for lighter-than-air as for the heavier-than-air machines.

Admiral COONTZ. No, sir.

Mr. PETERS. You can establish a lighter-than-air outfit on salt water?

Admiral COONTZ. Yes, sir.

Mr. PETERS. Without having any connection with the fresh water?

Admiral COONTZ. Yes, sir.

Mr. PETERS. A suggestion was made the other day, it came from the Pacific coast, from some of your subordinates, that there might be some other locations that had not been sufficiently considered. This suggestion came up since the Helm Board report. Camp Lewis and another was south of Everett?



Admiral COONTZ. I have been to the place south of Everett. I can not speak very favorably for it, compared to this other site, because of the size, coat, and various other things.

Mr. PETERS. So long as there are suggestions of other possible places that might be large enough for both services, would you not think it advisable to delay until we can thoroughly canvass the situation and ascertain the adaptability or otherwise of these other possible places?

Admiral COONTZ. I would, Mr. Peters, if there were any such places; I do not believe there are.

Mr. PETERS. You do not?

Admiral COONTZ. No, sir.

Mr. PETERS. There are 80,000 acres in Camp Lewis?

Admiral COONTZ. But Camp Lewis, I do not think for a minute, would be considered for a heavier than air service.

Mr. PETERS. What are your reasons?

Admiral COONTZ. Being in the interior, where it is, the distance from the industrial centers and things of that sort. For a lighter than air service I suppose it would be considered. My idea is that what we first need is a heavier than air service in the Northwest.

Mr. PETERS. How far is Camp Lewis from Tacoma?

Admiral COONTZ. I think 18 miles.

Mr. PETERS. How far is the Sand Point location from the ocean?

Admiral COONTZ. I think it is 136 miles flying over the water, and I think it is straight across about 100 miles.

Mr. PETERS. That makes the station quite a little in the interior; at least, it would seem so to a layman.

Admiral COONTZ. Yes, sir.

Mr. PETERS. Would it not be desirable to have the station more on the coast?

Admiral COONTZ. Yes, sir.

Mr. PETERS. You can not find a place?

Admiral COONTZ. No, sir. We looked at a place called Ozette, located in the extreme northwestern end of Washington, surrounded by forests, but practically impossible to get into. I want you gentlemen to understand that this thing has been considered and considered and considered, and here [indicating] is a long report that I had before me of everything. Every time we came back to Sand Point. All of those who have been out in that part of the country realize the great forests and high land and how it jumps right down to the water and deep water.

Mr. PETERS. You seem to be quite well satisfied that this is the only available site and you are quite strong in your recommendation; you have assumed that it is necessary to have one there?

Admiral COONTZ. I have assumed that it is necessary to have one in the Northwest.

Mr. PETERS. Can you give any special reason for that?

Admiral COONTZ. Yes, sir; I feel that we should have two on the Pacific coast. We have one at San Diego, which is functioning, and with Alaska under our lee, and all the islands to the northwestward, I feel that we should have a second station on the Pacific coast. I am open to conviction, but to my mind this would be like reopening a case after the Helm Board, the other boards, and this commission

have gone out and looked over everything. That is the reason I prefer Sand Point. Also, these gentlemen bought it after these reports and offered it to us for a dollar. We might not be able to develop it very rapidly, but I feel that we should decide whether to take their offer, after all that has been done, or else refuse it.

Mr. PETERS. Have you in mind the acquisition of another station on the coast later on for similar purposes?

Admiral COONTZ. I have not at the present time.

Mr. PETERS. Will it be necessary ever to have a station in the southeastern corner of Alaska?

Admiral COONTZ. I believe as years go by the necessity of having an air station at some point in Alaska in the neighborhood of Unalakleet would be advisable, but in those cases, Mr. Peters, we will get the land directly from the Federal Government free. We have various sites that the Federal Government has taken over so that there would be no cost.

Mr. PETERS. It would seem to me from the map that eventually, strategically, there should be something in the southeastern corner of Alaska and those islands?

Admiral COONTZ. Our development, as we see it, should be from the coast westward. Take Honolulu; that has all been studied out. We know what may come in the great future, but just at present nothing in the Alaska line.

Mr. DRANE. How were the figures arrived at in section 2, \$600,000 for development and \$200,000 for grading and clearing of the site?

Admiral COONTZ. Those figures were made up by the Chief of the Bureau of Yards and Docks, if I mistake not, after the visit of the committee there last fall.

Mr. DRANE. They were based upon conditions and prices last fall.

Admiral COONTZ. Yes, sir. We hoped at that time that the legislation might be passed before the fiscal year began.

Mr. DRANE. Is it believed that this appropriation will be sufficient for all purposes to fully develop the property?

Admiral COONTZ. No, sir. There would have to be additional appropriations later.

Mr. DRANE. How much money would be eventually spent there, reasonably?

Admiral COONTZ. That is too much of a problem. I will have to ask

Mr. PETERS (interposing). The hearing the other day will show that in detail.

Admiral COONTZ. The costs were thoroughly figured out.

Mr. PETERS. You are in favor of going ahead at once without any further delay?

Admiral COONTZ. Yes, sir.

Mr. O'CONNOR. You favor the Sand Point location, notwithstanding its distance from the sea?

Admiral COONTZ. Yes, sir.

Mr. O'CONNOR. What is the distance?

Admiral COONTZ. The distance to Cape Flattery, at the end of the strait, is 136 miles. I may have to modify my figures 10 miles either way. Then, there is 4 miles of Puget Sound and 36 miles of the

**Straight of Juan de Fuca.** You are practically in the sea when you get there. All along northward is the Canadian boundary. Grays Harbor would be about 100 miles.

**Mr. O'CONNOR.** A trip to the sea and return would be equivalent to 200 miles?

**Admiral COONTZ.** Yes.

**Mr. O'CONNOR.** Could the craft remain longer in the air than to perform that journey?

**Admiral COONTZ.** We expect the craft to remain much longer in the air than to perform that journey, as we continue on. Of course, I would state that with that figure it would be possible to have a landing place further to the westward. The place that I spoke of, Ozette, located 8 miles from the sea was once sought as a possibility, but had to be abandoned.

**Mr. O'CONNOR.** That landing place would be equivalent to another site?

**Admiral COONTZ.** There is very slight expense for a landing place. Of course, they have always Ediz Hook.

**The CHAIRMAN.** Do you contemplate a landing place?

**Admiral COONTZ.** Possibly a vessel might land at Ediz Hook.

**The CHAIRMAN.** Do you contemplate a landing place between this and the ocean?

**Admiral COONTZ.** Not necessarily.

**Mr. O'CONNOR.** There will be a landing place between the ocean and Sand Point?

**Admiral COONTZ.** There is the possibility of a landing at two places.

**Mr. SWING.** For fuel and temporary repairs?

**Admiral COONTZ.** Fuel only.

**Mr. PETERS.** How far at sea do you figure the planes to operate?

**Admiral COONTZ.** That is a pretty hard question. They might go 60 or 100 miles, dependent largely on the necessity and the time.

**Mr. O'CONNOR.** Has the lighter-than-air equipment demonstrated its value to your satisfaction?

**Admiral COONTZ.** I will say it has up to date; yes, sir.

**Mr. O'CONNOR.** Upon what do you base that statement; what event?

**Admiral COONTZ.** What event? I do not know that I can base it on any special event; just the general trend of what has happened up to the present time. Of course, I am strong for the heavier-than-air service.

**The CHAIRMAN.** You would not think of advising Congress to proceed with the development of that point without having submitted to Congress some idea of what it will cost when fully developed?

**Admiral COONTZ.** I would not think of submitting it to Congress. I feel sure that your records will show how much it will cost.

**The CHAIRMAN.** Would an aviation station at Mare Island furnish the defense for the Northwest?

**Admiral COONTZ.** No. We have one at the southwest corner and I think we need one at the northwest corner. The middle will have to look out for itself.

**Mr. JOHNSON.** I have a presentation to make on behalf of Camp Lewis, which is already owned by the Government, and another offer of a gift of land which will be presented to the Navy Department and deeded to it at any time they want it at a place back of Grays Harbor.

The CHAIRMAN. We will hear you, Mr. Johnson, to-morrow morning at 10 o'clock.

Mr. JOHNSON. I thank you.

(Thereupon, the committee adjourned to meet to-morrow, Saturday, July 16, 1921, at 10 o'clock a. m.)

# COMMITTEE ON NAVAL AFFAIRS,

## HOUSE OF REPRESENTATIVES,

*Saturday, July 16, 1921.*

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

The CHAIRMAN. We will hear Mr. Johnson.

### STATEMENT OF HON. ALBERT JOHNSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON.

Mr. JOHNSON. Mr. Chairman and gentlemen of the committee, I have the honor to present to the committee a telegram from the leading newspaper of Tacoma, Wash., the News Tribune, dated July 13, 1921, reading as follows:

*TACOMA, WASH., July 1, 1921.*

HON. ALBERT JOHNSON,

*House Office Building, Washington, D. C.:*

In interest of economy, we urge the establishment of Northwest naval airplane base at Camp Lewis. Barracks, headquarters buildings, water system, sewage, etc., already available on land presented to Government by Pierce County at cost of two millions. Site ideal for aviation landings and training and only 30 miles from Puget Sound naval base at Bremerton by air route. Government now demanding economy, and with site at hand here with cost on Puget Sound waters and offering every advantage in land and water maneuvers and cooperation with both the Navy and the Army, we wish to urge the availability of the Camp Lewis site to the Government.

*TACOMA NEWS TRIBUNE,  
Tacoma, Wash.*

In addition, I am informed that certain naval officials have called attention to Camp Lewis as a desirable site for aviation purposes.

The CHAIRMAN. Are you acquainted with the site?

Mr. JOHNSON. I have been all over the site, which consists of thousands and thousands of acres, on a bicycle, some years ago. Much of it is known by the name "Gravelly Prairie." The greater part of it is nearly dead level. Gravelly Prairie is composed of the wash of a great receding glacial mountain—

The CHAIRMAN (interposing). Could the Government get five or eight hundred acres that would be on ground which would require very little grading?

Mr. JOHNSON. I think the Government can obtain a thousand acres in any one direction with no rise on it to exceed 20 feet.

The CHAIRMAN. How about the bluffs on the water's edge?

Mr. JOHNSON. This site, the Army site, presented by that county, has deep water frontage and my impression is—I have seen it once only—that the bluffs rise at places to not to exceed 70 feet and then commences the dead level prairie. In places the bluffs are higher.

The CHAIRMAN. I understand that some county in the State of Washington presented the Government with these 80,000 acres?

Mr. JOHNSON. Yes, Pierce County.

The CHAIRMAN. What was the object in making that present to the Government.

Mr. JOHNSON. For the reason that leading men of the Army for 40 years back, Secretaries of War, leading generals, and others had always picked that as an ideal site for a large training camp and maneuvering ground.

The CHAIRMAN. When did the county present this tract of ground to the Government?

Mr. JOHNSON. As we were coming into the World War they began to get ready to present it. The county issued bonds, purchased this land, and turned it over to the Government.

The CHAIRMAN. The Government established a camp for the use of the Army?

Mr. JOHNSON. Yes, a great camp.

The CHAIRMAN. How much money has the War Department spent there?

Mr. JOHNSON. I have forgotten the exact cost of the construction of the camp, but the committee will be interested to know that his cantonment was not only the largest and cleanest, but it has the fewest number of deaths and it was built at the lowest cost.

The CHAIRMAN. It is a permanent camp?

Mr. JOHNSON. Yes; intended to be. The roofs of the barrack buildings need some repairing, but all the buildings for the Salvation Army, the Y. M. C. A., and so on, were built of heavy construction, are permanent, and will endure for 100 years.

The CHAIRMAN. This is what is known as a war camp?

Mr. JOHNSON. Yes; a war camp.

The CHAIRMAN. It has been continued since as one of the regular camps?

Mr. JOHNSON. Yes, sir; with artillermen and artillery practice; also infantry.

The CHAIRMAN. They are able to accommodate how many men?

Mr. JOHNSON. They have accommodated 50,000. The camp can take care of 100,000.

The CHAIRMAN. Have they a large parade ground?

Mr. JOHNSON. Very large; absolutely level.

The CHAIRMAN. Do they have difficulty in finding sufficient level ground to parade and maneuver?

Mr. JOHNSON. They can easily maneuver and drill 50,000. The War Department recommended the permanent retention of this on that account; on account of the opportunity for artillery practice, and also on account of its desirability as an important defense point on the North Pacific.

This camp is about 30 miles farther from the Straits of Juan de Fuca, which is the entrance to Puget Sound and practically the same as the ocean, than is Seattle, and this camp is 100 to 110 miles from the Pacific Ocean, which is due west. The approach to the ocean is not over mountains, but through lowlands.

The CHAIRMAN. Can they fly straight from the ocean to Camp Lewis?

Mr. JOHNSON. Absolutely, without being bothered with mountains, either high or low.

Mr. PETERS. Can they go straight over the land or follow the water?

Admiral COONTZ. They follow the water entirely.

Mr. PETERS. They would not go straight across the land?  
Admiral COONTZ. No, sir.

Mr. JOHNSON. I assume that sooner or later Camp Lewis will be a base for all airplane service on account of its size, on account of the fact that it is owned by the Government; that it is on Puget Sound where there is deep water, and, further, for the reason that it is Tacoma, which is a manufacturing city of 100,000, with a large pay roll and with every kind of industry—foundries and shipyards including shops and terminal stations of three transcontinental roads.

The CHAIRMAN. You have rail facilities to the camp and street facilities?

Mr. JOHNSON. Railroads to the camp and street cars to the city. There is a paved double highway—that is, the road is twice as wide as the average boulevard road. All automobiles going in one direction go on a road 24 feet wide, and they come back on another road 24 feet wide but separate.

The CHAIRMAN. Are the railroad tracks on the water edge or do they cut off the water front?

Mr. JOHNSON. The railroad runs back on its own ground, on the right of way, but the title of the United States Government, through the War Department, goes over the railroad right of way and purchases the land to the water front. I think at one point the railroad tracks are 100 feet back from the water.

The CHAIRMAN. Mr. Johnson, I know that you are a man who speaks with candor.

Mr. JOHNSON. I thank you, Mr. Chairman.

The CHAIRMAN. Therefore I am disposed to ask you some questions. Are you well enough acquainted with this ground, with the topography of this big tract of ground, to say that with very little grading we could find a field of, perhaps, 500 or 800 acres that would accommodate the Government for aviation?

Mr. JOHNSON. I am satisfied, Mr. Chairman, that the Government with an expenditure of \$30,000 to \$60,000, can make such a tract at Camp Lewis for every kind of aviation which it will use, of all kinds of machines of every kind, and they will always have available every kind of labor that is necessary and every kind of transportation at a minimum expense. I am pressing this because it is the Government property. Our people everywhere are asking for practical results.

You, Mr. Chairman, have paid me a compliment. Our people in the Pacific Northwest are highly patriotic and highly aggressive. Until Congress itself had voted on this Sand Point proposition, the people of the district I have the honor to represent had nothing to say. We have those rival cities there. The rivalry is interesting and it leads to great activity on the part of the people, and I come to you with the behest of the newspapers and the citizens who want to have the Government to practice extreme economy.

The CHAIRMAN. Mr. Johnson, are you well enough acquainted with the topography of this whole tract to say to us that, in your judgment, we can obtain from 500 to 800 acres of ground that would accommodate both of the airplane services, lighter and heavier than air, and that we could grade the field so that it would cost the Government over \$30,000?

Mr. JOHNSON. I can guarantee that, located on tidewater, or located on a large fresh-water lake, all Government owned. The only thing to consider is whether the War Department, which has the title, will cooperate—

The CHAIRMAN (interposing). Why, certainly, the time has come for cooperation. I presume the President of the United States will require the two departments to accommodate the Government.

Mr. JOHNSON. That is about all I have to say. It is there, the Government owns it, and it can be put into order for every possible kind of airplane service with a minimum of expense.

The CHAIRMAN. Have you been on the ground since they had the large bodies of soldiers in the camp?

Mr. JOHNSON. I have.

The CHAIRMAN. Have you seen the maneuvers?

Mr. JOHNSON. Yes, sir.

The CHAIRMAN. And you say that they maneuvered all of the soldiers in the camp at one time?

Mr. JOHNSON. I have seen 30,000 soldiers on parade and in maneuvers there.

The CHAIRMAN. Was that naturally level ground, or did the Government go to much expense in leveling it?

Mr. JOHNSON. Naturally level.

The CHAIRMAN. How far away from the water's edge is this parade ground?

Mr. JOHNSON. I would imagine a mile and a half. In addition to that, in this camp site are large fresh-water lakes. The troops there did bathing and fishing for their pleasure. No wonder it was the sanest and healthiest camp.

The CHAIRMAN. Were you in Tacoma when our joint commission to the House and Senate visited that country?

Mr. JOHNSON. I was within a hundred miles.

The CHAIRMAN. Why did you not take the commission out to this place?

Mr. JOHNSON. Because I was unable to catch up with the commission.

The CHAIRMAN. They went too fast for you?

Mr. JOHNSON. Yes, sir.

The CHAIRMAN. Were you not invited to join the commission?

Mr. JOHNSON. I was. I was at the head of a subcommittee of the Immigration Committee investigating Japanese matters at that time, and was quite busy.

The CHAIRMAN. The commission went out there for the purpose of ascertaining the number of locations that we could have for an aviation field at the least expense to the Government. Why did you ask this commission to visit this camp, because, I confess, from what you have said to me, I have been impressed with very great interest.

Mr. JOHNSON. I know that invitations were sent to the members of the committee by the Tacoma Chamber of Commerce to visit Camp Lewis. In addition, I sent invitations through Representative Pitten, of Illinois. It was and is the "show" camp of all camps. I do not know that our people personally realized that this property already owned by the Government might be utilized for such a base as now desired.

The CHAIRMAN. I do not recall that the commission in its report speaks of having paid a visit to Camp Lewis.

Mr. JOHNSON. I know that the commission traveled very extensively. I think that Senator Poindexter was on the commission.

The CHAIRMAN. I am surprised that their attention was not called to Camp Lewis; it is certainly worthy of consideration.

Mr. JOHNSON. I will be very frank, the Sand Point plan was then just developed and being itself in the nature of a gift to the government from King County, and the people of Pierce County, who made their \$2,000,000 present, felt that if this gift was to be made to any other county that they should not interfere.

The CHAIRMAN. It is all right to make these gifts to the government, but sometimes they are pretty expensive.

Mr. JOHNSON. I will admit that. Expensive for both sides. I will say this for the record and let it be known, that while I was anxious to have this great cantonment, this great body of land there, and is glad that the camp is a great camp and still growing in itself has changed the complexion of Tacoma, made Tacoma another city; its educational and beautiful home city features which we have been so proud are becoming of secondary importance perhaps. The soldier life affects everything. No reflection on the boys, Mr. Chairman, but you can not keep 40,000 or 50,000 men on the edge of a city without changing the tone. Even a small class of visitors come, and so on.

Mr. SWING. You spoke of there being a thousand feet beyond the right of way of the railroad; does that slope down to the water?

Mr. JOHNSON. Yes; in many places. I have to speak from observation, but I have stood on the bank there and noted that was a waterfront. Waterfront out in that country is valuable and good waterfront.

Mr. SWING. There has been some testimony upon that point that most of it is a cliff, a palisade, and that there is not very much that slopes down to the water edge.

Mr. JOHNSON. My impression is—I will have to draw from memory entirely—that the outside cliff formation would be at the top, that is the highest for a part of Camp Lewis waterfront. It could be easily graded to form a runway. I think the main effort would make the grade up to the level gravelly prairie, the greatest automobile and the greatest bicycle country that could be had.

Besides, if you are comparing this site to Sand Point, you must bear in mind that Sand Point is many miles back from the ocean on a large fresh-water lake. With hydroplanes you would go through locks through another lake, through a channel, through a bay district, over or under railroad bridges or trestles, in getting to Sand Point into Puget Sound, and then be quite a long way to the Strait of Fuca and the Pacific Ocean. At Camp Lewis you have 400 acres, 800 acres, or 1,000 acres on a large lake, and you leave over a dead level prairie and drop into Puget Sound by cutting a half-mile of runway, which can go under a railroad trestle where you are in the same Puget Sound, only a little further from the Straits, a little nearer to the ocean to the west and only a few miles from Bremerton Navy Yard. There is the whole proposition. Camp Lewis is probably better than Sand Point from a practical point, to say nothing of economy.



Next, Mr. Chairman, I desire to place in the record another and secondary offer which has come up. It develops from the desire of the Government for a camp for planes used to protect from loss by fire the Government's property in the great Olympic Forest, where millions and millions of feet of timber were knocked down by storm. A prominent citizen of Hoquiam, Wash., writes to me:

Some parties at Humptulips, this county, have been advocating establishment of an aviation field there. Because of the cost of transporting supplies to Humptulips from Copalis Crossing, such an establishment would involve a good deal of expense. A better place would be Onslow Prairie, halfway between Copalis Crossing and the ocean beach. Onslow Prairie is a very level piece of ground. We will donate it to the Government for use as an aviation field. It is connected up to the railroad, which has a switch on it and a coal station. The highway goes right by it. I think it would be a very desirable place for an aviation field.

With personal regards, I am, yours, cordially.

ALEX POLSON.

That site, I assume, is 20 miles back from the ocean beaches, in my opinion, and is a tract of 600 or 700 acres, a large tract, a dead level prairie field. This site is just back from the Pacific Ocean 100 miles due west from Camp Lewis. I think if the Government is making up some of these sites, and such things are offered, there could be some one authorized to accept an offer like that.

Mr. BURDICK. What is the area?

Mr. JOHNSON. I will have to guess—I would say that it is 600 acres.

Mr. PETERS. Is it on the ocean?

Mr. JOHNSON. No; it is on the Humptulips River, 10 or 12 miles back from the Pacific Ocean itself.

Mr. PETERS. Is it available for seaplanes?

Mr. JOHNSON. It could be made available with very little work.

Mr. PETERS. It is not near any town or settlement?

Mr. JOHNSON. No large towns. The adjacent towns are from 100 to 300 people. It is on this river which runs into Grays Harbor, which is navigable for vessels up to 28 feet, and will soon be navigable for 30 and 35 foot vessels, I hope.

Mr. PETERS. How far south of Sand Point is Camp Lewis?

Mr. JOHNSON. Forty-four miles from the center of one to the center of the other, according to this map.

Mr. PETERS. Forty-four miles farther away from the ocean?

Mr. JOHNSON. It is 44 miles farther on the water of the Straits of Juan de Fuca to the north, which is the large strait from the ocean into Puget Sound.

Mr. PETERS. With the use of seaplanes they have to fly on the water, and in order to get out to the ocean you would have to travel 44 miles farther from this point than from Sand Point?

Mr. JOHNSON. If they fly off the water. If they land in the water they can land anywhere here [indicating]. All of this, Puget Sound [indicating], is deep water with natural harbors.

Mr. PETERS. Their operations would be on the ocean and to get there they would have to travel 44 miles farther from Camp Lewis than from Sand Point?

Mr. JOHNSON. Forty-four miles is from the center of the field itself. I think from the water it is about 35 to 40 miles farther to the Strait of Juan de Fuca here than from Sand Point.

Mr. PETERS. I did not understand about the flat land between the railroad and the sound. What use is now being made of that by the Government and War Department?

Mr. JOHNSON. The War Department may use it if they need it.

Mr. PETERS. Are there any buildings on it?

Mr. JOHNSON. No; not on that part. The War Department insisted on having it.

The CHAIRMAN. Is it flooded?

Mr. JOHNSON. No, sir.

Mr. PETERS. Where is this lake, is that in the middle of the prairie land?

Mr. JOHNSON. Yes, sir.

Mr. PETERS. How large is that lake?

Mr. JOHNSON. I am not sure. I should imagine that it was 3 or 4 or 5 miles.

Mr. SWING. Do the parade grounds come up to the edge of the lake?

Mr. JOHNSON. I do not think the parade grounds do. There were a large number of summer houses of the people located there which were turned over for officers' quarters. The shores of the American Lake in some cases were exempted from the gift. There are other good sized lakes.

Mr. PETERS. Is that [indicating] wholly within the Government reservation? That seems to be the largest one.

Mr. JOHNSON. Yes, sir; one of those lakes is within the site.

Mr. PETERS. What is the distance between the railroad and salt water?

Mr. JOHNSON. I guess 1,000 feet.

Admiral COONTZ. There is American Lake and there is Chamberlain Lake, and I take it [indicating] these are the cantonments of Camp Lewis.

Mr. PETERS. That [indicating] is the railroad?

Admiral COONTZ. Yes, sir. Here [indicating] is the main line.

Mr. PETERS. That [indicating] is salt water for landing the seaplanes and this railroad [indicating] would interfere?

Admiral COONTZ. Yes, sir; unless it were set back, which I presume could be done.

Mr. PETERS. Here [indicating] is another railroad track. What is the growth on this land between the lake and the sound?

Mr. JOHNSON. That is light grass.

Mr. PETERS. Are there any heavy trees?

Mr. JOHNSON. Not on that part. You find little bits of creeks and some alder and scrub oaks.

Mr. PETERS. This [indicating] is prairie land and this [indicating] is forest?

Mr. JOHNSON. Yes, sir; it is strictly prairie land.

Mr. PETERS. It is quite level?

Mr. JOHNSON. Extremely level; as level as you will find any place. In other words, if it were a little lower it would have been covered by the water of Puget Sound. A glacier receded from there and left this gravelly prairie, 2,000 or perhaps 10,000 years ago. All of this [indicating] belongs to the Government and I think could be properly used.

**Mr. KRAUS.** Could 5 to 1,000 acres of level land be found adjacent to one of these lakes?

**Mr. JOHNSON.** I think so, easily.

**Mr. KRAUS.** What is the character of the land?

**Mr. JOHNSON.** It is level and runs right to the lake, the shores being such that you can haul up a rowboat.

**Mr. KRAUS.** It is adjacent to the railroad, also?

**Mr. JOHNSON.** Yes, sir.

**Mr. PETERS.** How long does it take to get there on the street cars from Tacoma?

**Mr. JOHNSON.** From the heart of the city I would say about 25 minutes and from South Tacoma I should say 15 minutes. There are a number of bus lines and their trips are made in 20 minutes or so.

**Mr. PETERS.** Is the water deep all along the front?

**Mr. JOHNSON.** Yes; quite deep.

**Mr. PETERS.** What is the tide?

**Mr. JOHNSON.** There is quite a swift tide going through the narrows. The water goes around here [indicating].

**Mr. PETERS.** How much tide?

**Mr. JOHNSON.** Eight to 10 feet.

**Mr. PETERS.** What is the bank here, is it clay or rock?

**Mr. JOHNSON.** Clay and gravel. I will be glad to bring the committee a very large detailed map of Camp Lewis as soon as I can find it.

I am very much indebted to the committee for the opportunity of appearing.

The **CHAIRMAN.** We thank you, Mr. Johnson.

#### **STATEMENT OF ROBERT E. COONTZ, CHIEF OF NAVAL OPERATIONS—Continued.**

**Admiral COONTZ.** Mr. Chairman and gentlemen of the committee, I want to talk a little along the line of things asked me yesterday.

First, regarding Sand Point, after consultation with the director of aviation and his assistants, they are of the opinion that the land at Sand Point, about 400 acres, is all-sufficient for the heavier and lighter than air station, that the station there is primarily a heavier than air station, and that the idea of what they would need there for a lighter than air service is simply a mast and a hydrogen plant, only those two things; they would not need a hangar that would be of importance.

A question was brought up as to the distance from the sea. The distance to Ediz Hook, which is Government-owned, is 58 miles, 30 miles to Port Townsend, and 36 miles to Seattle, and on a straight line Sand Point is about 6 to 8 miles. You can land anywhere in the water, in the canal or otherwise.

A question was brought up regarding a landing place. I have already spoken of Ediz Hook, which is Port Angeles and which is very level; it is a flat base. I notice that the Helm board said that in time of war we would use Ozette, use Ediz Hook, and probably have a landing place at Grays Harbor, which is near this place that Mr. Johnson speaks of, and Bellingham, but they would not be put into effect until war time.

A question was also brought up as to the flight of the ships. I had forgotten that on our recent trip to Panama, which Capt. Mustin had charge of, they made 500 miles a number of times and I find that it is proposed to carry sufficient fuel in our planes for 900 miles. I want to modify the statement to that extent.

You also asked as to the possible ultimate cost of this station. The cost of the station is put down here by the board as \$2,900,000. It would be a long term of years before that was done. I take it that that was based upon the price of material and wage cost at that time.

The CHAIRMAN. The joint commission has made no estimate except for grading, and so forth, approximately \$800,000.

Admiral COONTZ. What I want to emphasize as to Sand Point is that what I am after is to find the best place.

The CHAIRMAN. There is no doubt of that.

Admiral COONTZ. Of course, the wind directions are very important. You can not start out in the middle or anywhere else. There, we have the wind from three directions, and all the testimony here is as to the importance of utilizing that. The mail runs from Victoria down to Seattle every day and then goes over to Lake Washington. There is no rise and fall of the tide there. All along Puget Sound there are places. I would not want to make any mistake about American Lake; that is a matter which can be easily found out. There are thousands of acres of level ground. Then, you have to go up over the bluff to the railroad, but I think those are facts which can be easily brought out.

Mr. Johnson has told you about the height of the tide there. This chart says 15 feet. We have the contour.

The CHAIRMAN. Can we take it for granted that for both branches of the service we will not need more than 400 acres?

Admiral COONTZ. These people tell me that is all sufficient, because they do not expect to have a hangar, but if we have to have a hangar I should say 500 acres would be all sufficient and that you could get the other 100 alongside.

The CHAIRMAN. How much would we have to pay for the 100 acres? How much did these people pay for the 400 acres?

Admiral COONTZ. I do not know.

Mr. MILLER. About \$320,000, Mr. Chairman.

The CHAIRMAN. When did they abandon the purpose to construct a hangar there? As I recall, the cost of a hangar is in the estimate, is it not, Admiral Parks?

Admiral PARKS. It is not in the estimate of \$2,900,000.

Admiral COONTZ. They abandoned it within the last two years. They hitch the dirigible to the mast the same as a horse to a post. It is a great economic discovery, as far as I know.

Mr. PETERS. They leave it outdoors all the time?

The CHAIRMAN. They have to have a hangar?

Admiral COONTZ. We will have a great big plant south of San Diego, or hope to have on that coast. What I was going to say, when they start this movement across the continent they are going to go from place to place and tie up to the masts on their journey. Of course, you may say that that discovery should have been made many moons ago, but, like all other things, they come slowly. We

have been told by the people that by this discovery they can tie up in that way and save millions.

Mr. PETERS. This amounts to a hitching post; they do not have any stable—just a hitching post outdoors!

The CHAIRMAN. We are just about to spend \$2,000,000 in buying one of the big machines abroad, and do not let us for one minute get the idea that they will not want a place for this big balloon. They will come back to Congress within a year and say that they will have to have a place for the lighter-than-air machines. I am only giving you a word of caution.

Admiral COONTZ. I would only suggest that if the committee thinks that we need another 100 acres that Mr. Miller communicate and get it. At Sand Point they have 400 acres, and I have no doubt that if you need another 100 acres you can have them in two or three days. Do you not think so, Mr. Miller?

The CHAIRMAN. I would not want to go into that. It might look like a prejudgment. We might find some place where there is no question of there being enough land provided it will meet the proper military ends.

Admiral COONTZ. What I say is that after all the searching we found Sand Point. We do not know of another place that will fulfill the conditions. If 400 acres are not sufficient, as you will see by the chart, there is plenty of other land near Sand Point.

Mr. PETERS. Do you think that Camp Lewis can be made suitable for the heavier-than-air service?

Admiral COONTZ. I do not. I believe the difficulties there are insurmountable, but it would be a matter of a few hours only to find out the exact condition of the place.

Mr. BURDICK. Are there lowlands adjacent to Sand Point?

Admiral COONTZ. If I am mistaken I will have to call on Admiral Parks. There is adjacent land to the westward and southward.

Admiral PARKS. But it is high land. The commandant of the district estimated about 10,000,000 yards of excavation would be necessary to provide the additional land.

Mr. BURDICK. How many acres would that provide?

Admiral PARKS. The estimate was about 150 acres.

The CHAIRMAN. At 80 or 90 cents it would be about \$9,000,000 to furnish the 125 acres?

Admiral PARKS. 150 acres.

Mr. JOHNSON. The bluff is not continuous from Camp Lewis to the Camp Lewis deep water front. I call attention of the committee to the fact that Point Defiance itself, which is the point at Tacoma, was for many years a large military reservation established before the Civil War, and was turned over to the city for a park by Congress, with a string tied to it that Congress might reclaim it at any time, has not a continuous bluff.

The CHAIRMAN. Does that bluff extend all the way along that water front?

Mr. JOHNSON. It does not.

The CHAIRMAN. I repeat again: Can we get a field of from 500 to 700 acres along that water front level enough so that it would not cost the Government over \$30,000 to grade it?

Mr. JOHNSON. You can without a doubt.

The CHAIRMAN. For this aviation field?

Mr. JOHNSON. I am sure we can. The committee previously advised that a subcommittee of the Committee on Military Affairs is recommending that a portion of Point Defiance be returned to the Navy for military purposes. Alongside Point Defiance there is plenty wide enough for landing purposes. It may be that the War Department has some aviation plans in connection with Point Defiance.

The CHAIRMAN. I will have to ask Admiral Coontz how the air currents up there. Are they dense for aviation service?

Admiral COONTZ. Yes.

The CHAIRMAN. Has this place been established for an aviation field?

Admiral COONTZ. I don't think it has except that every place in that country has been examined.

The CHAIRMAN. What would be wrong with the air currents up there?

Admiral COONTZ. I thought you meant were the air currents up there?

The CHAIRMAN. No. Are the air currents any worse at Camp Lewis than at Sand Point?

Admiral COONTZ. The air currents would be the same at Sand Point. I know. The thing I want to keep before you is that you have got to jump into the air and you have got to jump into a breeze, and you have got to have some place to do it. At Sand Point you have a place to do it. In addition to finding a level tract and even a breeze, you have got to have these others. The heights there, the things that these things can be established by the Coast Survey charts. I think I can get them within 24 hours and that will show the conditions there.

As I say, I would not want to do Camp Lewis or any other place that is wrong. If there is any level sloping down to the beach, that would like to know it.

The CHAIRMAN. I am sure you will help us to make the best selection. I would like to ask Mr. Stephens a question, if he will permit me. Mr. Stephens, you were a part of the commission that went out and made an examination of the territory that would be suitable for the aviation service. Were you invited to visit Camp Lewis?

Mr. STEPHENS. No, sir.

The CHAIRMAN. Did you ever hear of Camp Lewis till you got back?

Mr. STEPHENS. Yes; I heard of it while we were out there.

The CHAIRMAN. Why didn't you go and look at it?

Mr. STEPHENS. We didn't hear of it in the light of a proposed aviation field. We heard of Camp Lewis as an Army training place, I believe, or something of the kind; but we weren't near.

The CHAIRMAN. It had not been pointed out to you that Camp Lewis might present some available territory for an aviation field?

Mr. STEPHENS. No, sir. The proposed aviation fields that were pointed out to us were Sand Point and up at Ediz Hook.

Mr. JOHNSON. I am willing to make a prediction that eventually we will establish Sand Point for a base of the kind described that 10,000 planes of various descriptions will fly from American Lake for eventually that flies from Sand Point as we come into future development and consolidation of the whole Air Service.

**Mr. SWING.** With reference to Point Defiance, which you described as having a shore line running down to it, your purpose in suggesting that was to cite it as a suitable place for an aviation field?

**Mr. JOHNSON.** If the Government wants it, there it is.

**Mr. SWING.** How many acres would it have?

**Mr. JOHNSON.** All told, I presume 18,000 or 20,000, perhaps more the whole park.

**Mr. SWING.** What is on it?

**Mr. JOHNSON.** Trees mainly. A ridge runs up the center like a backbone, with driveways all through the part that has not been developed as a regular city park, with zoological gardens, conservatories, and the like.

**Mr. SWING.** How much growth is there on it?

**Mr. JOHNSON.** They are "scrub" trees as we look at our trees. I suppose they are 150 feet high.

**Mr. SWING.** Is it level?

**Mr. JOHNSON.** Comparatively. It runs to a little backbone at the center. Automobiles run all through it. There is a fine zoo park here in it. Congressman Miller thinks I have got the size of the whole part a little too large.

**The CHAIRMAN.** That belongs to the city of Tacoma?

**Mr. JOHNSON.** No, not quite. By act of Congress it is placed in control of the city of Tacoma, but title is vested in the Government.

**The CHAIRMAN.** And how far is this from Tacoma?

**Mr. JOHNSON.** It adjoins Tacoma. It is part of Tacoma. It touches the water on two sides.

**The CHAIRMAN.** I notice it is on a point of land. Is this land a high bluff along the water edge?

**Mr. JOHNSON.** No. For a long distance there are bathing beaches, bathhouses with row boats, sailing boats, motor boats, and canoes riding at ease.

**Mr. SWING.** What would be the effect on the city of Tacoma if the Government should take back that land, with reference to the point where there are bathhouses?

**Mr. JOHNSON.** If they didn't take more than a third of it it would not greatly affect the city. It is a big park. You drive in the park after you enter it for at least 5 miles.

**The CHAIRMAN.** How wide is it?

**Mr. JOHNSON.** It comes to a point. It is probably 2 miles wide. It is large. I mentioned it as an illustration to show absence of bluff. Now, then, right back behind this point where lies this 2 miles of water front which belongs to the Government in the Camp Lewis site, is the Dupont Powder Works, on the low approach, where vessels are loaded with every kind of powder and explosive. And here are the Nisqually Flats, where the Hudson Bay Co., a hundred years ago, brought and loaded their vessels.

**The CHAIRMAN.** Let me ask you for your judgment. At this point where we are now describing the point is owned by the United States Government; can the Government obtain a piece of ground on the higher level, a little piece of ground containing from 500 to 700 acres?

**Mr. JOHNSON.** Yes. The Government owns it now and can easily approach to it.

The CHAIRMAN. I remind you that I said with a frontage water.

Mr. JOHNSON. Yes; water frontage.

The CHAIRMAN. Deep-water frontage on three sides?

Mr. JOHNSON. Very deep; the point and two sides.

The CHAIRMAN. That is right at the edge of Tacoma.

Mr. JOHNSON. That is right at the edge of Tacoma.

The CHAIRMAN. And street cars go out there?

Mr. JOHNSON. Yes, sir.

Mr. SWING. How deep is it? You say it is deep.

Mr. JOHNSON. I say 300 to 600 feet after 40 feet off shore.

Mr. SWING. Is it a considerable slope?

Mr. JOHNSON. Tacoma Harbor is so deep that wharves can be built into the water. Ships unload right alongside the shore.

Mr. SWING. That is the point I mentioned. It is too deep. planes have to have a run-way, a slope.

Mr. JOHNSON. Yes.

Mr. SWING. You have got a tide that rises and falls there?

Mr. JOHNSON. Yes.

Mr. SWING. What is the elevation of the tide?

Mr. JOHNSON. The Admiral has just called my attention to an extreme high tide, I think, is 20 feet. We have extreme tide tides are never dangerous. People camp all along there. have to get the chart to know exactly.

Mr. SWING. This is much better than Camp Lewis?

Mr. JOHNSON. I should say it is 18 miles nearer Bremer yard.

#### STATEMENT OF HON. JOHN F. MILLER, A REPRESENTATIVE FROM THE STATE OF WASHINGTON.

Mr. MILLER. I am perfectly familiar with Point Defiance. I am perfectly familiar with Camp Lewis; have been over it innumerable times. Point Defiance is a point of land that runs out into the water. It is surrounded by an almost continuous succession of high cliffs running from 40 to 60, 70 feet. A railroad was built there that runs approximately 25 feet above the water. The railroad is tunneled under this Point Defiance. The railroad tunnel is there. The cliff is so high they could not even grade the road through there; they had to tunnel through, and the tunnel happens a half mile long.

Every once in a while there are little ravines running down to the water, and little flat places there. I have been over there many times. This point of land, by reason of its prominence and location, was procured by the United States Government several years ago as a possible military post to get the channel that runs past Olympia, and it also gives a range of approach to Tacoma. The location was such that it gave that range as a reason it was purchased by the military authorities. Afterwards it was ascertained it had no considerable value for military uses, so an act of Congress transferred the use of that land over to the city of Tacoma—not the title, the title is reserved in the United States Government, but the use is permitted to use it as a municipal park, and the city of Tacoma has taken advantage of it and has constructed there a very handsome



park on a portion of this reservation. Some very nice buildings and a zoological garden are erected, and driveways around through the reservation.

The reservation still stands in its original type, all trees being there except the roadways. It is a beautiful drive. By reason of its elevation it gives a very beautiful landscape view, a wide view all off to the channel. But it was selected because of its commanding view, the bluff. Those bluffs extend around. Around in here [indicating] is the water front, continuous to Camp Lewis, where the same bluffs continue and this same railroad that tunnels under Point Defiance comes out on the other side and runs along under the cliff, and it is dug out—part of the way it runs close to the water, probably within 30 feet of the water—and then it gradually climbs the bluff and goes on up, and goes on around to Olympia and connects with the main line of the Northern Pacific.

I am familiar with Camp Lewis. I have been over there numbers of times. It is what you might call a highland prairie, composed exclusively of washed gravel, unfit for cultivation. Here and there is a little farmhouse—used to be—with a little tract of land around there that they could cultivate and raise a little something. The city of Tacoma, with tremendous enterprise, conceived the idea of using this prairie which was unfit for cultivation and could be acquired, and the progressive people of that county conceived the idea of acquiring it and giving it to the United States Government. This was prior to the war. They acquired it at an expense of \$2,500,000, about 85,000 acres. They gave it to the Government. The Government accepted it and on it erected this camp, Camp Lewis. There is nothing about it permanent any more than any other camp. The buildings will be useless within two or three years more unless protected.

In this tract of land are numerous lakes, small lakes but beautiful water, and streams come down from the hills and flow into it—into these lakes, and there is one lake that has an outlet into the bay, going over this cliff and going down into the ravines. I do not suppose of all the cantonments there is one more desirable and beautiful than Camp Lewis. It is on this plateau, 350 or 400 feet above the water. The Northern Pacific climbed a steep grade to get around this cliff. Years later they undertook to get a sea-level route by tunneling under Point Seven. I think you will look over and you will arrive at the conclusion as all these naval officers have. You can travel the country over and you won't find a situation that is comparable with Sand Point.

The reason the joint committee was not invited to visit Camp Lewis was that nobody ever conceived it as a possible site of an aviation camp.

The CHAIRMAN. Why wouldn't they? Why didn't they who were on that committee investigate it—the possibility of Camp Lewis?

Mr. MILLER. Why, we had no idea, I am frank to say, that Sand Point would probably be reopened as a possible aviation site. We had taken it for granted by everybody that being the only place suitable for aviation, it was the only one being considered.

Mr. KRAUS. Are you familiar with the land adjoining some of these lakes around Camp Lewis?

Mr. MILLER. Yes, sir.

Mr. KRAUS. Can 500 acres be found near some of these lakes?

Mr. MILLER. Yes, sir. It is quite a wide strip, without a doubt. There are groves and thickets all through it, and these lakes on this gravel bed lie very low and there is no cliff on them. Some of them you can walk right down to it.

Mr. KRAUS. What is the area of these lakes?

Mr. MILLER. I would not undertake to say.

Mr. KRAUS. Would they run from half to three-quarters of a mile?

Mr. MILLER. Some a half mile to a mile; some 2 miles across. No; I do not reckon any of them are 2 miles wide.

Mr. JOHNSON. I think some of them are from 4 to 6 miles long.

The CHAIRMAN. Is there a space of ground near the water's edge of 400 or 500 acres that could be used?

Mr. MILLER. No.

Mr. DARROW. How far are these lakes from salt water?

Mr. MILLER. Four to seven miles.

(Thereupon the committee adjourned.)

Prevailing wind, S. [redacted] Wash. (surface).

[Furnished by the United States Weather Bureau.]

Month.	Prevailing wind.		Maximum ever recorded.	
	Direction.	Velocity.	Direction.	Velocity.
		Miles per hour.		Miles per hour.
January.....	SE.	7	SW.	57
February.....	SE.	7	S.	53
March.....	S.	7	SW.	49
April.....	SE.	7	SW.	55
May.....	S.	6	SW.	44
June.....	S.	6	SW.	47
July.....	W.	6	W.	48
August.....	W.	5	SW.	34
September.....	SE.	5	S.	42
October.....	SE.	7	SW.	48
November.....	SE.	7	SW.	64
December.....	SE.	7	SW.	64

P. M. GRIFFIN,  
Lieutenant Commander, U. S. Navy.

**Hearing on Senate Amendment No. 96 "To Increase the Limit of Cost of Certain Battleships and Submarines."**

(In H. R. 7864, Sixty-seventh Congress.)

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Tuesday, July 19, 1921.**

The committee this day met, Hon. Thomas S. Butler (chairman), presiding.

**STATEMENTS OF REAR ADMIRAL DAVID W. TAYLOR, CHIEF BUREAU OF CONSTRUCTION AND REPAIR, AND REAR ADMIRAL ROBERT S. GRIFFIN, CHIEF BUREAU OF ENGINEERING.**

The CHAIRMAN. There was an amendment on the naval appropriation bill as reported by the Senate which provided for an increase in the cost of the construction of certain battleships. That amendment was rejected by the conference and is now submitted to the Committee on Naval Affairs, and we should like to have Admiral Taylor, Chief of the Bureau of Construction and Repair, give us the reason for the increase; first, must there be an increase in the cost of the construction of certain battleships, and if so, the reason.

Admiral TAYLOR. I understand that that amendment was rejected because it could not properly go on that bill.

The CHAIRMAN. It was a subject of legislation?

Admiral TAYLOR. Yes; it was not rejected as undesirable. This amendment, in the first place, does not provide for any additional appropriation.

The CHAIRMAN. Will an appropriation be required in the end or will that be determined when the end is reached, because there may be some delay in the completion of this program, and in the meantime there may be such a reduction in the prices of material and in the wages of workmen that the battleships can be finished within the limits?

Admiral TAYLOR. It may be that in the end these limits will be found more than necessary, but there will not be any additional expenditure, the expenditure in any case will be the expenditure necessary to complete the ships. Unless you abandon the ships they will have to be finished. The ships are all well advanced and some are well completed now.

The CHAIRMAN. Take the one farthest advanced and speak of it, what is its number?

Admiral TAYLOR. No. 46, the *Maryland*.

The CHAIRMAN. Where is she being built?

Admiral TAYLOR. At Newport News.

The CHAIRMAN. What is her condition of completion?

Admiral TAYLOR. The *Maryland* is practically completed.

The CHAIRMAN. When will she be completed and ready for commission?

Admiral TAYLOR. This month.

The CHAIRMAN. The month of July?

Admiral TAYLOR. Yes, sir. The *Maryland* and *California*, battleships 44 and 46, were in the bill which failed last March. There was a provision covering their additional expenditure. You remember that bill failed.

The CHAIRMAN. Where?

Admiral TAYLOR. In the Senate.

The CHAIRMAN. Was the bill passed by the House?

Mr. PADGETT. It was the naval appropriation bill.

Admiral TAYLOR. It never passed the Senate.

The CHAIRMAN. As I recall, it is the bill that failed in conference!

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. Did we report it to the House?

Admiral TAYLOR. It was not reported to the House with this provision.

The CHAIRMAN. It was reported to the Senate with this provision and then failed?

Admiral TAYLOR. Yes, sir. We did our utmost to get this matter straightened out in the last session, but unfortunately it failed.

The CHAIRMAN. The *Maryland*, battleship No. 46, is about ready for commission or will be within a few days, and yet to complete her you will require some money. Is that money obligated?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. And you need this money to pay the obligations which have been incurred in the construction of this ship?

Admiral TAYLOR. Yes, sir. The situation which arose after the bill failed in the Senate last March would have required us to stop construction of a vessel which was nearly completed at a very large ultimate increase in cost and the Secretary, on the advice of Admiral Griffin, myself, and others, concluded that economy required the vessel to be finished.

The CHAIRMAN. Is the *Maryland* a part of the 1916 program?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. Is she being built on a cost-plus contract?

Admiral TAYLOR. A cost-plus fee. She is being built not on a cost-plus percentage of profit; the fee is fixed. The increase in the cost will not involve any additional profit to the builder.

The CHAIRMAN. Irrespective of what the ship costs, the fee was fixed, and therefore the fee will not be increased if the cost of the ship is increased?

Admiral TAYLOR. Yes, sir. I will explain that. This ship was authorized in 1916. At that time the limit of cost, including the 20 per cent additional provided for in that bill, was under \$13,800,000. We originally placed the contract at a fixed price. When the war began it was necessary to stop work on those ships and they were all, with the approval of the committee, placed upon a cost-plus percentage profit.

The CHAIRMAN. All of the battleships?

MR. TAYLOR. All of those ships. Because it was necessary to press the contractor said he could not continue that work on a fixed basis with a delay of probably two or three years.

CHAIRMAN. Are all of the big ships being constructed under that plan?

MR. TAYLOR. Yes, sir.

MR. MITTEN. The battle cruisers as well as the battleships?

MR. TAYLOR. Yes, sir. When the war ended we had these vessels on the cost-plus percentage of profit, and the Secretary of the Navy took the matter with the shipbuilders and said "the war is over," and he cancelled those contracts and cut out the cost-plus feature, the percentage of profit, and gave the profit to the contractor. We were in a much higher position then and we knew that the cost would be much higher than we expected. All of those vessels were reduced to the fixed-fee basis. The fee was less than 10 per cent of the cost. The fee is \$1,350,000. At the same time the limit of cost was \$15,000,000, so the actual fee is less than 10 per cent. The shipbuilders all claim that the compensation board does not allow them to include in cost a lot of things for which they actually spend money, and that amounts to a reduction of 10 per cent in their fee.

MR. MITTEN. What will the *Maryland* cost?

MR. TAYLOR. According to the latest estimate a little under \$10,000,000.

MR. MITTEN. As completed?

MR. TAYLOR. Yes, sir.

MR. CLINTON. This battleship is one of those included in the program?

CHAIRMAN. Yes, sir.

MR. DUGGETT. The admiral stated that all of these big ships were on the program, but a number of them being built in navy yards will not have a fixed fee at all?

MR. TAYLOR. Yes, sir. I may also say in that connection, however, that the rise in the market has embarrassed us very much with regards the limits of cost in the last three or four years.

MR. DUGGETT. What does the fee include?

MR. TAYLOR. The contractor's profit.

MR. DUGGETT. Out of that he would have to pay the expense of running his shops and his machinery?

MR. TAYLOR. No, sir; that is profit, but there are certain expenses: for instance, the compensation board has ruled that the contributions cannot be properly included as the cost of a shipyard, although they may be very appropriate and necessary, but that the contractor must pay such things out of his fee. A loss of benevolent work which directly adds to the efficiency of the shipyard is allowed to be included. That is one of the thousands of items that are coming up before the compensation board. When asked as to the cost, it is impossible to determine the cost. MR. CLINTON. If a contractor who is constructing a battleship, men off for a period of six months, does that necessarily increase the cost of the construction of the ship and does the Government lose anything because of the fact that the men do not work during that period?

MR. TAYLOR. Not directly, but indirectly. For instance, if a contractor lays off men he can not discharge every man, he has to

keep people employed to see that the plant does not go to pieces and he has to have watchmen. As long as the plant is open in any way there are certain charges which he can not avoid, the office force for instance. In other words, when he lays off his men he may reduce his direct charge for labor, but his indirect charge, his overhead, it is practically impossible to reduce in proportion.

Mr. McCLINTIC. The contractor is given a certain fee as a profit regardless of the cost of material; in other words, the cost of the material is not taken into consideration when you figure his profit?

Admiral TAYLOR. His profit is figured approximately on 10 per cent of the total cost of the work, labor, and material.

Mr. McCLINTIC. If that is true and the price of steel material at this time is decreasing and all of the other raw material that goes into the construction is decreasing, would not that decrease, if the program is delayed, overbalance any loss that he might have because of the slowing down?

Admiral TAYLOR. That is a difficult question to answer in detail, but I think not. Take the question of the steel material, for instance, 90 per cent of the steel for this program is completed.

Mr. McCLINTIC. 90 per cent of the amount of steel is completed for this particular ship?

Admiral TAYLOR. To complete the whole program.

Mr. BRITTON. The 1916 program?

Admiral TAYLOR. Yes, sir.

Mr. McCLINTIC. When was the steel purchased?

Admiral TAYLOR. It was ordered about the time that the contracts were placed.

Mr. McCLINTIC. Prior to the war?

Admiral TAYLOR. No, sir.

Mr. McCLINTIC. When the price was at the highest point or about the highest point?

Admiral TAYLOR. The price of steel, as far as the Navy was concerned, never reached the peak. We had an agreement in constructing these ships with the Steel Corporation by which they bound themselves to supply the steel material for this program at a moderate price. The result was that we never paid over, I think, 3 cents a pound for plates when they were selling in the open at 9 and 10 cents a pound. We never had to buy the raw material at those prices. The maximum price which we ever paid for any quantity of material was the price finally fixed by the War Industries Board, which was 3½ cents.

Mr. McCLINTIC. In what year was the contract made for the purchase of steel for these ships?

Admiral TAYLOR. In 1917 and 1918.

Mr. BRITTON. I can not believe that 90 per cent of the steel necessary for the construction of the battle cruisers, which are only 1 per cent completed, could be in the yards, either the Government yard or the yard of the contractor who is doing that work.

Admiral TAYLOR. Ninety per cent is rolled. That is what our records show.

Mr. BRITTON. You said 90 per cent was in the yards?

Admiral TAYLOR. I should have said "rolled."

Mr. DRANE. The Government agreed to purchase this steel on the basis of 3 cents a pound?



Admiral TAYLOR. That was our limit.

Mr. DRANE. And the War Industries Board afterwards fixed it at what?

Admiral TAYLOR. That was the Government's price fixed for all. You have to remember that in 1916 there was a great rise in the steel market. The figure we got was materially below the market price.

Let me say also, Mr. McClintic asked about the cost, whether the saving would increase the cost. I believe that the reduction which has been made this year will result ultimately in a material increase in cost, because the reduction has been so great. Take this appropriation, Construction and machinery, we estimated originally last September, when the estimates went in, that the proper expenditure to carry on the work properly during the present fiscal year would be \$50,000,000. In May last we rounded up all the people building ships and required them to submit a statement as to what they would need under normal conditions during the year. That totaled \$50,000,000. I think, perhaps, in one or two cases they were a little optimistic as to what they could spend. The appropriation was passed on the 11th or 12th of July, was \$53,000,000, plus a small balance which will enable us to spend \$57,000,000 to \$58,000,000. In other words, about 40 per cent of what we could use to carry on the work. Unfortunately, we could not reduce the expenditure in labor and material to 40 per cent. We had to use rather strong methods, if I may put it that way, and allot to each yard the amount of money it could spend during this year out of that appropriation. Take the case of one yard to which we allotted \$8,000,000; it is, \$4,000,000 on a battle cruiser, \$2,000,000 on a battleship, and \$2,000,000 apiece on two scout cruisers which were well advanced. The contractor promptly came back and said "we have material obligations due during this year of \$10,000,000, \$2,000,000 above our allotment, and so we will be \$2,000,000 in the hole, with the work shut up."

Mr. BRITTEN. To say nothing about the labor?

Admiral TAYLOR. In other words, they will have \$2,000,000 less to spend, nothing to pay for labor during the year. Of course, our only remedy was that we do not incur deficiencies and that is your trouble. This condition exists in every yard doing this work. We have depended the work absolutely on the battleships in the navy yards.

Mr. CHAIRMAN. How much did you ask the Appropriations Committee to appropriate for you this coming year?

Admiral TAYLOR. We asked for an amount—I think it was \$110,000,000, or \$111,000,000.

Mr. CHAIRMAN. The contractors said they could use \$140,000,000.

How much did the Appropriations Committee appropriate for you?

Admiral TAYLOR. \$53,000,000.

Mr. MCCLINTIC. Does the Government pay for the raw material that goes into a ship or does the contractor pay for it and is the contractor reimbursed by the Government later on?

Admiral TAYLOR. That is paid for for the time being by the contractor, who is reimbursed monthly on evidence that he has bought it.

Mr. MCCLINTIC. The contractor needs this money to pay for the material?

Admiral TAYLOR. Where the cost in round figures would be \$140,000,000, probably \$70,000,000 for material and \$70,000,000 for labor—they would not be the exact figures, but somewhat near them—with less than \$60,000,000 to spend, it is obvious that the major portion of that must go for material without material being incorporated in the ship. We have very large contracts for machinery for the cruisers and battleships. The subcontractors must have payments made in order to carry on their work and to deliver the goods. That is the reason why I say that in the end I am afraid that delaying the work as much as we hope to do is liable to increase the cost in spite of the fact that we are on a falling market.

Mr. PADGETT. Speaking about the delay, and so forth, at what rate are we constructing now some of the battleships? We first intended to complete them by 1923, and then the statement was made that they had been postponed until 1925. When will they be completed at the rate we are going now under the appropriation?

Admiral TAYLOR. The allotments which we have made, of course, are only for this year. It is impossible for us to say what will happen after this year, but as regards the battleships we were unable to allot them a less amount than \$2,000,000. We may be called on to cut even that allotment on account of the material commitments. That is at the rate of 10 years to build a battleship at a total cost of about \$20,000,000.

Mr. McCLINTIC. The steel for the ships enumerated in this item was bought in 1917 and 1918. If that is so, the Navy Department knows the price that was paid for the steel, and so forth. Could you place that information in the hearings so the members may know the price paid for steel to be used in these enumerated ships?

Admiral TAYLOR. Certainly. I have not that with me. (See statement appended marked A). To the battle cruisers which we wish to favor as every one does we have allotted \$4,000,000, which is at the rate of completion in five or six years. The present limit of cost is \$23,000,000. There has been comparatively little expenditure on them, but this year our rate of progress will finish them in six years.

Mr. PADGETT. From now?

Admiral TAYLOR. Yes, sir.

Mr. PADGETT. And the other is at the rate of completing in 10 years?

Admiral TAYLOR. Of course, what actually happens this year, is that the ships are actually delayed from 6 to 10 months and final completion will depend entirely on what Congress does hereafter.

Mr. PADGETT. Under this appropriation the allotments that you can make on the battle cruisers and the battleships, it will take 10 years to complete the battleships and 6 years to complete the battle cruiser on the basis of the present appropriation?

Admiral TAYLOR. In making these allotments, which was a very difficult job and which did not satisfy us or anybody else, the idea was that the ships, nearly completed, should be delayed as little as possible. It is very expensive to stop work and take care of a ship when nearly completed. As the final result we gave preference to the cruisers; the last six battleships were virtually stopped.

Mr. BREREN. The battle cruisers?



ral TAYLOR. Yes, sir; they were advanced over the six battle-  
The first four battleships are so far advanced that they are  
unched or close to that stage and it would be poor economy  
them up.

RITTEN. And on the further theory that the battle cruisers  
e desirable?

ral TAYLOR. I think that is the feeling in the department.  
e. we had to give some consideration to the condition in the  
private yards. We could not in fairness stop one man  
and let another man go ahead.

HAIRMAN. Admiral, I should like to ask you a few questions.  
yland is No. 464

ral TAYLOR. Yes, sir.

HAIRMAN. She is being built by the Newport News Ship-  
Co.?

ral TAYLOR. Yes, sir.

HAIRMAN. She is about ready for commission?

ral TAYLOR. Yes, sir.

HAIRMAN. She is being built upon the fee-fixed basis? As we  
and, we pay the cost of construction and the fee besides?

ral TAYLOR. We pay a fixed fee for the construction of the

HAIRMAN. There are contracts standing against her, and, in  
agreement, we should increase the cost of the ship so that they  
provided for?

ral TAYLOR. That is the situation.

HAIRMAN. She is a part of the 1916 program?

ral TAYLOR. Yes, sir.

HAIRMAN. Was the original cost fixed by Congress?

ral TAYLOR. The original limit, including the 20 per cent  
ce allowed in the 1916 bill, was \$13,800,000.

HAIRMAN. Has any increase been authorized since then?

ral TAYLOR. Yes, sir; increased to \$15,000,000 in 1919.

HAIRMAN. And you ask an increase to \$17,000,000?

ral TAYLOR. Yes, sir.

HAIRMAN. That will complete her?

ral TAYLOR. Yes, sir.

HAIRMAN. And pay all the obligations against her?

ral TAYLOR. Yes; according to a very recent estimate.

HAIRMAN. Does that include the whole of the ship, armor,  
ament?

ral TAYLOR. Not the armor and armament. This is the con-  
n and machinery appropriation.

HAIRMAN. The armor and armament will cost how much?

ral TAYLOR. The armor and armament will cost, complete,  
ing the ammunition, something like \$12,000,000 or \$13,000,000.

HAIRMAN. So the total cost of this ship will be about  
000?

ral TAYLOR. In the neighborhood of \$30,000,000.

HAIRMAN. You ask to have the limit raised because of the  
ons imposed upon your bureau as well as upon the Bureau of  
Engineering?

ral TAYLOR. Yes, sir; that covers the work of both bureaus.

The CHAIRMAN. \$2,000,000 increase will cover the whole cost of the completion of this ship?

Admiral TAYLOR. Yes, sir.

Mr. PADGETT. That is hull and machinery?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. As I understand, there will be nothing additional asked for armor and armament?

Admiral TAYLOR. That has not been included in the limit.

The CHAIRMAN. They have such an appropriation that they can use as much as they please?

Admiral TAYLOR. As much as is necessary.

The CHAIRMAN. That is the first battleship. What is the next one?

Admiral TAYLOR. No. 44.

The CHAIRMAN. What is the name of that vessel?

Admiral TAYLOR. The *California*, being built at the Mare Island yard.

The CHAIRMAN. You are asking to have that limit increased how much?

Admiral TAYLOR. The same amount.

The CHAIRMAN. She is a part of the 1916 program?

Admiral TAYLOR. No; the last of the preceding type; but work was suspended during the war.

The CHAIRMAN. She is under a contract for \$12,750,000?

Admiral TAYLOR. Yes, sir; work was suspended during the war. The Mare Island Yard was building destroyers and doing other work incident to the war. That work was resumed after the war.

The CHAIRMAN. How nearly completed is this vessel?

Admiral TAYLOR. She will be completed next month or the month after that.

The CHAIRMAN. What was the estimate of the cost?

Admiral TAYLOR. Her present limit is \$12,750,000.

The CHAIRMAN. What limit did Congress put on the construction?

Admiral TAYLOR. That is the present congressional limit.

The CHAIRMAN. You ask to have the cost of that ship increased to \$14,750,000?

Admiral TAYLOR. That is based on the most recent estimate from the yard, received in February. She is practically the same size as the *Maryland*.

The CHAIRMAN. The *Maryland* cost much more to construct than the ship at that yard?

Admiral TAYLOR. This vessel was begun earlier and contracts were made for material. I think if the vessel had been built under the same conditions that she would have cost fully as much.

The CHAIRMAN. What was the cost of the *Tennessee*?

Admiral TAYLOR. It was less than that of the *California*; I have not the exact figures with me.

May I say a word, Mr. Chairman?

The CHAIRMAN. Certainly.

Admiral TAYLOR. It is practically impossible to make any fair comparison of cost of these different ships owing to the time element. That has been a big factor for three or four years, because the market has been so crazy. If the vessel had been started six months later she might have cost a great deal more. There are so many factors entering that I would hesitate to make any comparison. As you

ow, we have been unable to fix, with any accuracy, the cost of this program. In 1918, when starting the last of the three-year program, I did not fix any limit and so we had three ships built without any limit and three identical ships built with a limit.

Mr. McPHERSON. And they were built according to the same plans? Admiral TAYLOR. Yes, sir.

The CHAIRMAN. Please tell us about No. 45.

Admiral TAYLOR. Nos. 45, 47, and 48 are all of the *Maryland* class. They are sister ships and the same argument applies to them to the *Maryland*.

Mr. BRITTEN. They are all to be judged by the same standard?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. Please give us the name of No. 45.

Admiral TAYLOR. No. 45 is the *Colorado*.

The CHAIRMAN. Where is she being constructed?

Admiral TAYLOR. By the New York Shipbuilding Co.

The CHAIRMAN. What is her state of completion?

Admiral TAYLOR. No. 45, the *Colorado*, 75 per cent.

The CHAIRMAN. When is she likely to be completed?

Admiral TAYLOR. We hoped to finish her this year, but with the adjustment made she will go over until the following fiscal year. She is the second battleship of the 1916 program.

The CHAIRMAN. What is the program of construction?

Admiral TAYLOR. Of the 10 battleships authorized in the program there are four of 33,000 tons displacements, carrying eight 16-inch guns, all similar, except they differ slightly.

The CHAIRMAN. Let us confine ourselves to one ship. Take the *Colorado*, being constructed by the New York Shipbuilding Co., what are the terms of construction?

Admiral TAYLOR. Identical with the *Maryland*. She is being built on an actual cost-plus fee of \$1,350,000.

The CHAIRMAN. What is the fee fixed?

Admiral TAYLOR. The same as the *Maryland*.

The CHAIRMAN. You ask to have that raised to \$17,000,000?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. What is the next ship?

Admiral TAYLOR. No. 47, the *Washington*, also building at the New York Shipbuilding yard, and she is 67 per cent completed.

The CHAIRMAN. When do you hope to have her finished?

Admiral TAYLOR. She will follow nominally about six months behind the *Colorado*, some time in 1923.

The CHAIRMAN. Are the terms of the contract the same as in the case of the *Colorado*?

Admiral TAYLOR. Identical.

The CHAIRMAN. What is the next ship?

Admiral TAYLOR. The last one of those four is the *West Virginia*.

The CHAIRMAN. Where is she being constructed?

Admiral TAYLOR. At Newport News.

The CHAIRMAN. What is her state of completion?

Admiral TAYLOR. Fifty-seven per cent.

The CHAIRMAN. You expect to have her completed in what time?

Admiral TAYLOR. During the fiscal year 1923, dependent upon the appropriations made next year.

The CHAIRMAN. There are five battleships for which you ask to have the cost increased \$2,000,000 each, or \$10,000,000?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. If we authorize the limit of cost of these ships to be increased you will take \$10,000,000 toward their construction out of the general fund that has been appropriated?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. That will slow down the construction program of the other ships.

Mr. PADGETT. The money for this increase would not be called for until about 1923.

Mr. BRITTEN. It would for the *California* and the *Maryland*.

Mr. PADGETT. I mean the others. The money would not have to be appropriated until about 1923.

Admiral TAYLOR. It would be the last \$2,000,000 spent. We would not need it until 1923.

Mr. PADGETT. It would be the last expenditure.

The CHAIRMAN. So much money has been appropriated for the construction of battleships and battle cruisers, \$53,000,000, and you ask to have \$10,000,000 of that money taken for these five ships?

Admiral TAYLOR. Not of those particular millions.

The CHAIRMAN. Of all the appropriations. It will come out of the money already appropriated for other ships, and as it is said that this money will not be required until the end of the fiscal year—

Admiral TAYLOR (interposing): As regards the six battleships.

The CHAIRMAN. Why can not we get along until the next year?

Admiral TAYLOR. We could, Mr. Chairman.

The CHAIRMAN. And slow down?

Admiral TAYLOR. We probably will not use this last money on the ships until 1923, but we will come back next spring and ask you to raise the limit of cost.

Mr. O'CONNOR. What makes you think that by next spring the cost of construction will go up?

Admiral TAYLOR. I did not say that?

Mr. O'CONNOR. I was under the impression that you did.

Admiral TAYLOR. What I said was this: We are asking for a limit of cost increase of the last \$2,000,000. We already have \$15,000,000. We have spent something over \$10,000,000, but we will not reach the limit until the year 1923; we are simply asking an authorization to increase the limit.

Mr. O'CONNOR. Would not that indicate that you are anticipating higher costs?

Admiral TAYLOR. No, sir.

Mr. O'CONNOR. I read an editorial some time ago in one of the great dailies of the country in which it was stated that we should not proceed with the construction of battleships by reason of the fact that in the late war the battleships had to have lashed to their sides merchant ships in order to protect them from being torpedoed. Is that an exaggeration or is there enough fact in it to justify that editorial?

Admiral TAYLOR. It is an exaggeration, I think. The battleships of the Grand Fleet cruised during the war in the North Sea a distance, which was, I think, in the neighborhood of thirty or forty thousand miles. I think I can tell you what the foundation was for that. When the battleships lay at anchor at Scalpa Flow, the auxiliaries

placed between them and the entrance in case a submarine attempted to torpedo the battleships. The foundation was very flimsy for any such statement.

Mr. O'CONNOR. Do you remember having seen that editorial?

Admiral TAYLOR. No, sir.

Mr. O'CONNOR. It appeared in the North American and all the other papers.

Mr. BRITTEN. That is quite a disputed matter.

Mr. O'CONNOR. If this was undisputed, do you not think that it would be ridiculous to go on with the construction of these ships?

Admiral TAYLOR. Yes, sir.

Mr. BRITTEN. And it would be likewise ridiculous to stop the construction of the ships?

Mr. O'CONNOR. No.

Mr. BRITTEN. Because of the conditions of the sentiment in the House some of us are inclined to think that it might be rather advisable to increase the limit on Nos. 44 and 45, and probably 46.

Admiral TAYLOR. As regards the absolute necessity I think the four ships we have got to have authorizations for now are 44 and 46. None of the other vessels will exceed the limit during the present fiscal year.

Mr. BRITTEN. We will be in session in December. We all understand the 44 and 46 are completed ships and ought to be paid for.

Admiral TAYLOR. And the four submarines.

Mr. BRITTEN. We haven't reached that yet under this proposed bill. I do not know their status of construction. Are they completed?

Admiral TAYLOR. Yes, sir.

Mr. PADGETT. Admiral, what will be the status of the Secretary of the department, the bureau and the department, in going ahead and spending money on ships that you know the authorization will not let you complete. Ought you to go ahead and continue to spend money on it when you know you can not complete it under the authorization, or ought you to stop and submit that to the Congress and get authority to proceed before you spend more money?

Mr. BRITTEN. Was the *Maryland* an answer to that?

The CHAIRMAN. I want to get your answer or response to Mr. Padgett's question and before you answer it, I want to ask this: Is the construction of these ships entirely in the hands of the Government?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. They can pay a fee and stop at any time?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. We can retard the development of these ships or we can hasten them, and within two or three years from now we may be able to finish these ships with the amount of money we supposed we could.

Admiral TAYLOR. No, sir. If the completion of the ships is delayed much more, it is going to add very much to the cost.

Mr. BRITTEN. What is your attitude about finishing 44 and 46 at this time and allowing the others to lie over until the next session of Congress.

Admiral TAYLOR. I think the department would continue to build them and they would not reach the limit during this fiscal year. I think it is safe to say that, Mr. Britten, so that Congress will have an opportunity to act on them again. But I think I should say and it should be understood that we probably would not stop construction till they reached the limit, and I think when we reached the limit the Secretary would stop construction, and if Congress happened not to be in session or had not acted we might not stop.

Mr. BRITTEN. But they will not reach that limit during the present year.

Admiral TAYLOR. No, sir. The cruisers and big battleships we have not taken up and we hope the fall in the market will enable us to complete them within the limit. The limit is still too low, but the market is still falling.

(Thereupon, the committee adjourned to meet on Wednesday, July 20, 1921, at 10 o'clock a. m.)

#### APPENDIX A.

In the spring of 1916, when the Navy Department was preparing its estimate for the 3-year program, finally covered by the act of August 29, 1916, the United States Steel Corporation undertook to supply all structural material needed for the program at a rate not above \$2.90 per hundred pounds base for plates, and \$2.50 per hundred pounds base for structural shapes. These were the market prices at that time, but the market had already risen materially, and the Navy Department wished to assure itself against a further rise.

On April 6, 1917, the day of the declaration of war, an agreement was had between the Navy Department and the Steel Corporation by which the estimated additional 1917 tonnage for all purposes of the Navy Department, estimated at about 300,000 tons, would be supplied at the prices of the agreement of a year before, namely, \$2.90 for plates and \$2.50 for shapes. At that time the price of plates in the open market, as quoted in the various trade papers, ranged from \$4.50 to \$5.88, and by July, 1917, the open-market price was 9 cents per pound, or more than three times what the Navy was paying.

On September 21, 1917, the War Industries Board fixed the price of steel for all departments at 3½ cents a pound base for plates, and other prices in proportion, but the Navy paid this price only for contracts subsequent to that date and prior to March 21, 1919, when the War Industries Board reduced the standard price to \$2.65 base for plates. The United States Steel Corporation adhered to this price of March 21, 1919. The independent steel companies did not adhere to it, and until the slump in the steel market several months ago, their prices were materially higher than the standard. The Navy Department, however, refused to place any orders except at the standard price of \$2.65.

A copy of the agreement of April 6, 1917, follows:

WASHINGTON, D. C., April 6, 1917.

Memorandum for Secretary Daniels:

With respect to the 1916 and 1917 shipbuilding program of the Navy, the subsidiary companies of the United States Steel Corporation have already contracted to supply material at the price of \$2.90 per hundred pounds base for plates and \$2.50 per hundred pounds base for structural shapes, the tonnage of plates and structural shapes approximating 310,000 tons.

Of the 1916 program, approximating 110,000 tons, orders are entered at the mills and a large portion shipped as per schedule requirements, and the balance will go forward as needed.

With respect to additional tonnage for 1917, approximating 300,000 tons for shipbuilding and navy-yard buildings, etc., we will supply at \$2.90 per hundred pounds base for plates and \$2.50 per hundred pounds base for structural shapes f. o. b. works Pittsburgh basis.

The business to be handled between the Navy Department and the subsidiaries of the United States Steel Corporation and distributed by them under the direction of the committee of the American Iron and Steel Institute, recently appointed at the suggestion of the Council of National Defense for the purpose of facilitating this work.

J. A. FARRELL.

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COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, July 20, 1921.

The committee met this day, Hon. Thomas S. Butler (chairman) presiding.

**STATEMENTS OF REAR ADMIRAL DAVID W. TAYLOR, CHIEF BUREAU OF CONSTRUCTION AND REPAIR, AND REAR ADMIRAL ROBERT S. GRIFFIN, CHIEF BUREAU OF ENGINEERING.**

The CHAIRMAN. Admiral Taylor, let us take up the destroyer tender.

Admiral TAYLOR. Destroyer tender No. 3—

The CHAIRMAN (interposing). Where is she being constructed?

Admiral TAYLOR. At the Philadelphia yard.

The CHAIRMAN. What is her state of completion?

Admiral TAYLOR. Sixty-five per cent.

The CHAIRMAN. When was she begun?

Admiral TAYLOR. About two years ago.

The CHAIRMAN. Is she a part of the 1916 program?

Admiral TAYLOR. Yes; she is a part of the 1916 program.

The CHAIRMAN. What is her name?

Admiral TAYLOR. *Dobbin*, named after a Secretary of the Navy.

Mr. McCLINTIC. What was the number assigned to the *Dobbin*?

Admiral TAYLOR. Destroyer tender No. 3.

The CHAIRMAN. Nos. 1 and 2 are completed?

Admiral TAYLOR. Yes, sir. No. 3 is building at Philadelphia, and No. 4—the *Whitney*—is building at the Boston Navy Yard.

The CHAIRMAN. What is the destroyer tender for, is she a very fast ship?

Admiral TAYLOR. No, sir; she is a part of the train, 16 knots. She is fitted with machinery to take care of the torpedoes and that kind of thing. She is virtually the repair ship for the destroyers.

The CHAIRMAN. Why not call her by some name which would indicate that she travels along with the destroyers?

Admiral TAYLOR. She travels with the fleet, as a part of the train, unless destroyers are on detached service.

The CHAIRMAN. You ask to have the cost of that ship increased from \$3,400,000 to \$4,500,000, or an increase of \$1,100,000?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. And she is 65 per cent completed?

Admiral TAYLOR. That is the estimate from the yard, but now, under the allotments, we have virtually had to stop work on the *Dobbin*. Her condition is practically the same as the battleships.

The CHAIRMAN. And just about the same condition applies to the submarine tender No. 3?

Admiral TAYLOR. Yes, sir; building at Puget Sound.

The CHAIRMAN. And submarine No. 119 to submarine No.

Admiral TAYLOR. No; they are in the condition of the *Albatross* and *California*; they are completed.

The CHAIRMAN. No. 119 to No. 122, both inclusive?

Admiral TAYLOR. Yes, sir; four. I should like to say in connection that the last return requires us to change the figure from \$1,925,000 to \$1,990,000.

Mr. SWING. They are already completed?

Admiral TAYLOR. Yes, sir. The six months' period has elapsed. They are not fully paid for. There is still money owing.

Mr. PADGETT. They are in the same condition as the *Maryland*?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. \$240,000 apiece?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. There are four of them?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. That would make \$960,000?

Admiral TAYLOR. Yes, sir. There will be no tax on the appropriation. That money is virtually all gone.

The CHAIRMAN. There will be no tax on the present appropriation?

Admiral TAYLOR. No, sir.

The CHAIRMAN. Where did you get the money to pay for them?

Admiral TAYLOR. Virtually they have been already paid for.

Mr. SWING. How much is still due?

Admiral TAYLOR. Something between \$50,000 and \$100,000.

The CHAIRMAN. Have you any submarines on which you are expending work?

Admiral GRIFFIN. No.

Mr. VINSON. All have been contracted for?

Admiral GRIFFIN. Yes, sir; all launched.

Mr. VINSON. And all obligated?

Admiral GRIFFIN. Yes, sir.

Mr. SWING. Will the lump-sum appropriation construct the balance of submarines which were authorized?

Admiral GRIFFIN. Yes, sir.

The CHAIRMAN. These four submarines for which you are increasing the cost of construction are a part of the number of submarines ordered under the 1916 program?

Admiral TAYLOR. Yes, and a part of the 38 submarines authorized to be begun by the act of March 4, 1917.

The CHAIRMAN. How many of the submarines of that act have been completed?

Admiral TAYLOR. About 12.

The CHAIRMAN. Twelve have been completed?

Admiral TAYLOR. The last one of that group is over 70 per cent completed and it could not be stopped now.

The CHAIRMAN. It could not be stopped?

Admiral TAYLOR. No, sir.

The CHAIRMAN. The limit of cost of each one of these submarines has been fixed and, if we increase the cost of these four, I understand that you will be able to save enough money out of the other submarines to pay the difference?



**Admiral TAYLOR.** That is the present indication, sir; that as a whole they will not exceed the amount.

**The CHAIRMAN.** Why do these submarines cost more than the others?

**Admiral TAYLOR.** Because the builder spent more on them.

**The CHAIRMAN.** Who was the builder?

**Admiral TAYLOR.** The Lake Co.

**The CHAIRMAN.** Why was that?

**Admiral TAYLOR.** We sent a board to the Lake Co. last year to investigate and find out why they were spending more money than we thought they should, and the board ultimately came back to the question of management. They recommended a number of changes, which the Lake Co. promised to undertake.

**Mr. McCLINTIC.** Are the boats which you are speaking of completed?

**Admiral TAYLOR.** Yes, sir.

**Mr. McCLINTIC.** How many did the Lake Co. build?

**Admiral TAYLOR.** They had four of this group.

**Mr. McCLINTIC.** And those are the four where the price has exceeded the estimate?

**Admiral TAYLOR.** Yes, sir.

**Mr. BRITTEN.** Is the Lake a better type of boat than the other?

**Admiral TAYLOR.** So far it is regarded as superior.

**Mr. PATTERSON.** Were they built on a 10 per cent plus contract?

**Admiral TAYLOR.** Yes, sir.

**Mr. McCLINTIC.** When were they completed?

**Admiral TAYLOR.** Last winter and spring.

**Mr. McCLINTIC.** When did they commence work on them?

**Admiral TAYLOR.** They were contracted for in the spring of 1917. Very little work was done on them during the war.

**Mr. PADGETT.** I believe you said that they were on the fixed fee basis?

**Admiral TAYLOR.** Yes, sir.

**Mr. PADGETT.** So this limit of cost does not increase their compensation?

**Admiral TAYLOR.** No, sir.

**Mr. McCLINTIC.** Has any investigation been made to ascertain whether or not excessive salaries were paid?

**Admiral TAYLOR.** Yes, sir; by the Compensation Board. That is one reason why we were a little belated in learning of this. The Compensation Board has been very careful not to allow a penny to go into these boats which was not properly there.

**Mr. McCLINTIC.** Certain suggestions were made with reference to the management of the Lake Co., leaving the inference that the business affairs of that company were not properly managed. If that were true did the investigating board find that excessive salaries were being paid and an unnecessary number of workmen employed which increased the cost?

**Admiral TAYLOR.** The Compensation Board has not allowed excessive salaries at any place. I know that in the case of the Lake Co. refused to allow some salaries, sometime ago before this board investigated the matter.

Mr. BRITTEN. As a matter of fact, no changes or alterations or additions could be made to these boats without the full and free consent of the department?

Admiral TAYLOR. No, sir.

Mr. BRITTEN. And any changes which were made have been approved by some branch of the Navy Department, either you or Admiral Griffin?

Admiral TAYLOR. Yes, sir; they could make no change without authority.

Mr. BRITTEN. And any changes were in the interest of the ship?

Admiral TAYLOR. That is one reason that we made a number of changes after the war, to bring them up to date.

The CHAIRMAN. When you found it necessary to change the construction of the ship, why did you not come back to Congress and ask permission, and explain it?

Admiral TAYLOR. Congress was not in session at the time the situation developed.

Mr. PADGETT. They have never done that?

The CHAIRMAN. I understand that they have never done that heretofore, but we are now in a time when we have to ask a great many questions.

Admiral TAYLOR. I might say that our experience, not only with submarine companies, but with other concerns, is that none of them does the work at exactly the same cost. We have half a dozen different concerns building destroyers at half a dozen different costs. The cost of the destroyers might vary as much as 15 per cent. You will not find any two navy yards or any two companies who will do the work at the same cost.

The CHAIRMAN. I appreciate that.

There are two battleships, 44 and 46?

Admiral TAYLOR. Yes, sir.

The CHAIRMAN. And battleship No. 45 to battleship No. 48, how many ships?

Admiral TAYLOR. Four; that includes No. 46.

The CHAIRMAN. That makes the difference.

Mr. PADGETT. No. 46 is not mentioned separately.

(Thereupon, the committee proceeded to the consideration of executive business, after which it adjourned to meet on Friday, July 22, 1921, at 10.30 o'clock, a. m.)

(C)

[No. 121.]

**CAMP KEARNY.**

(H. R. 7684, Sixty-seventh Congress.)

**NAVY DEPARTMENT,**  
Washington, July 20, 1921.

MY DEAR MR. BUTLER: I beg to acknowledge receipt of your letter of July 11, 1921, transmitting a copy of H. R. 7684 (A bill to authorize the Secretary of the Navy to acquire 1,000 acres, more or less, at or near Camp Kearny, Calif., for a site for a lighter-than-air aviation station), and asking the views and recommendations of the Navy Department thereon.

The Navy Department favors the enactment of this legislation.

It is suggested that there be added at the end, after the word, "acre," the clause "out of any funds appropriated for aviation purposes."

Sincerely, yours,

R. S. GRIFFIN,  
*Acting.*

Hon. THOMAS S. BUTLER,  
*House of Representatives, Washington, D. C.*

40185—21—No. 121

(607)





[No. 122.]

H. R. 5349.

**Authorizing the Secretary of the Navy to Adjust Damage Claims  
Arising out of Collisions Involving Naval Vessels in Amount up  
to \$5,000.**

(Considered and favorably reported by Committee on Claims.)

**NAVY DEPARTMENT,  
Washington, July 23, 1921.**

MY DEAR MR. BUTLER: In compliance with your request, made to Mr. Shoemaker, of this office, who conferred with you yesterday in your office with reference to proposed legislation authorizing the Secretary of the Navy to adjust damage claims arising out of collisions involving naval vessels in amount up to \$5,000, I have the honor to forward herewith a copy of the letter of the Assistant Secretary of the Navy to the Speaker of the House of Representatives under date of May 5, 1921, which letter sets forth the reasons of the department for the legislation recommended.

There is also inclosed a copy of a transcript of the statements made before the House Committee on Claims on May 13, 1921, when H. R. 5349, "A bill to amend the act authorizing the Secretary of the Navy to settle claims for damages to private property arising from collisions with naval vessels," was under consideration. The bill was introduced by Mr. Edmonds on April 27, 1921, favorably reported by the committee on May 21, and is now on the calendar.

Your interest in the bill is much appreciated, and it is hoped that it will receive favorable consideration at an early date.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

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COMMITTEE ON CLAIMS,  
HOUSE OF REPRESENTATIVES,  
*Friday, May 13, 1921.*

The committee met at 10.30 o'clock a. m., Hon. George W. Edmonds (chairman) presiding.

The CHAIRMAN. There are two general bills before the committee, one of them raising the limit of settlement of claims against the Navy Department for collisions. No. 5349, and the other one a bill to prohibit the prosecution of claims against the United States by former Government employees. As these are general bills, I did not refer them to subcommittees, because they do not come within the scope

of the rule as a claim; but I called the committee together, because, if we can put through this bill 5349, it will save us a great many bills for claims that are being made for collision. I will have the bill incorporated in the record and then, if there is no objection, we will hear Mr. Shoemaker, who is solicitor for the Navy Department.

(The bill referred to is as follows:)

[H. R. 5349, Sixty-seventh Congress, first session.]

[Omit the part struck through and insert the part printed in italic.]

A BILL To amend the act authorizing the Secretary of the Navy to settle claims for damages to private property arising from collisions with naval vessels.

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the provision contained in the act entitled "An act making appropriation for the naval service for the fiscal year ending June 30, 1911, and for other purposes," approved June 24, 1910 (Public, Numbered 261, Sixty-first Congress, second session), authorizing the Secretary of the Navy "to consider, ascertain, adjust, and determine the amounts due on all claims for damages where the amount of the claim does not exceed the sum of \$500, hereafter occasioned by collision, for which collisions vessels of the Navy shall be found to be responsible, and report the amounts so determined to be due to claimants to Congress at each session thereof through the Treasury Department for payment as legal claims out of appropriations that may be made by Congress therefor," be, and the same is hereby, amended to read as follows, namely:

"The Secretary of the Navy is hereby authorized to consider, ascertain, adjust, and determine the amounts due on all claims for damages, where the amount of the claim does not exceed the sum of \$5,000, occasioned since April 6, 1917, and hereafter, by collisions or *other accidents incident to the operation of vessels* for which collisions or *other accidents* vessels of the Navy or vessels in the naval service shall be found to be responsible, and report the amounts so ascertained and determined to be due to claimants to the Congress through the Treasury Department for payment as legal claims out of appropriations that may be made by Congress therefor."

#### STATEMENT OF MR. ALBERT E. SHOEMAKER, SOLICITOR'S OFFICE, NAVY DEPARTMENT.

MR. SHOEMAKER. Mr. Chairman and gentlemen, I represent the solicitor's office of the Navy Department.

The Navy Department has no authority to pay any claim arising out of collision involving a naval vessel. We have a law known as the act of June 24, 1910 (36 Stat. L., 607), which authorizes and directs the Secretary to determine and adjust collision claims not in excess of \$500 and submit them to Congress for appropriation. This is done regularly, and the claims are generally incorporated in a deficiency appropriation bill. Since January 1, 1920, we have sent up claims under that act to the number of about 123, I think. Now we have not the power to pay them; we simply have to submit them to Congress and they are appropriated for as a matter of course. I may say, in passing, that there are some claims in excess of \$500 which are reduced to meet the provisions of the act. The Medley claim, which was referred to before you called the hearing to order, is one of that class. That is, the claimant did not reduce it voluntarily, but we adjusted it on the theory that \$450 was all he was entitled to and he agreed to accept that amount, and that took it out of the hands of this committee—it may take it out of the hands of the committee if the committee wishes it. The department is required to refer it to Congress under the act of June 24, 1910, and this will be done if the committee decides not to report favorably the bill which was introduced providing for the payment of \$750.

Now, there are other instances of claims, we will say, of \$700 or \$800, where the claimants reduce their claims to meet the provisions of the act of 1910. We have quite a number of claims—I should say not more than 100—in excess of \$500, which we can not pay; we can not send them up under the act of 1910. These claims, I should say, would average not more than \$2,000.

MR. UNDERHILL. Where would those claims go now—to this committee?

MR. SHOEMAKER. I will answer your question in this way: We tell many of the claimants, when they write in making their claims, that we have no authority to pay them and that a special act of Congress is required to afford relief, and some of them have caused bills to be introduced in Congress, in some instances making direct appropriation to pay the claim and in other instances asking for authority to sue, generally in a district court. In nearly all cases where the bill is for authority to sue we give it approval on the theory that the claimants are entitled to have their claims adjusted in a court of law. Of course if we find that we are not liable we disapprove the claim even for reference to a court. But where we think the claim is a just one or where there is reasonable doubt as to liability we feel the claimant has a right to go to court.

MR. BOX. Have you authority to do that—to give permission to sue the Government?

MR. SHOEMAKER. No; Congress has to grant it.

MR. BOX. That is what I understood. I must have misunderstood your words.

MR. SHOEMAKER. Congress has to do that.

THE CHAIRMAN. I think I can explain that. All claims, whether for the payment of money or direction to sue, come before this committee. We now have 50, I guess, of the claims you refer to. A great many of them are under \$500. I just brought one down from Philadelphia this morning, where the *Petrel* ran into a barge and motor boat and smashed them, the claim amounting to \$4,500, I think. That has always been the course of the procedure of the committee, where the department acknowledges the loss and says it was their fault, to make the appropriation, and, where there is any doubt, to submit the case to the court.

MR. BOX. I misunderstood what the gentleman said.

MR. SHOEMAKER. These claims are referred by your committee to the department for report and recommendation. It is a case where we feel if we are liable, why, of course, we approve it; and if there is reasonable doubt as to liability, we feel the claimant has a right to have his case passed on by a court, and so we recommend favorable action on bills of that kind. Of course, on the other hand, if we are reasonably sure we are not liable we tell the committee so.

MR. STEAGALL. Suppose you admit liability and do not concede the amount of damages?

MR. SHOEMAKER. In such case, where the claim goes to court, we do not trouble ourselves so much as to the amount for which the department is liable, because the court goes into that very carefully. We aid the Department of Justice, which defends the action before the court, and furnish it with all the information in the hands of the Navy Department, and are careful to see that the claimant is not awarded more than he is entitled to.

As the chairman has said, a large number of these claims already come to Congress—claims in excess of \$500, and there are many for less than \$5,000. That means a considerable amount of work for the committee and for Congress, and a great deal is placed on the Department of Justice. The Department of Justice is crowded; their offices, especially the one in New York, are overburdened with work. We have been sending up there a large number of cases which they have to handle and in which they are reluctant to engage in furnishing all available information. We feel, therefore, that these claimants, worthy claimants, should not be put to the unnecessary trouble, time, and expense of prosecuting their claims through Congress and before the courts, and we believe that the department can very well afford to leave some discretion to the department to adjust the amounts due, after liability has been determined. With that, we have no power to pay and no money from which to pay, and in the end we will have to come to Congress for appropriations, just as these claims are provided for under the act of June 24, 1910.

Mr. SPEAKS. You have in mind the entire adjudication to be tried on by the Navy Department itself?

Mr. SHOEMAKER. Yes; up to \$5,000. Now, in a letter sent to the department to Congress, addressed to the Speaker, which I understand has been referred to this committee, it is pointed out that claims in excess of \$5,000 probably ought not to be handled by the department entirely; that is, a man who has a claim in excess of \$5,000 cannot afford to go to Congress for an appropriation if it is a worthy claim, or to court and have it determined. But up to \$5,000 we feel the department can be trusted to determine and adjust them and report them to Congress for appropriation. The smaller claims are now reported.

Mr. SPEAKS. As a matter of practice, when they are reported there is no investigation by the Appropriation Committee on your report?

Mr. SHOEMAKER. Only this: We are called before the committee to explain how they are adjusted and whether we have adjusted them according to law, or not—something for the record—and we submit with the committee a brief of the facts in each case.

Mr. SPEAKS. You hope to come before the committee, then, to present a completed case on which both parties agree?

Mr. SHOEMAKER. Oh, yes; there will have to be an agreement between the parties before we do that. Take the case, for instance, where a claim is made for \$7,000; we look into it very carefully and we conclude that the claimant is not entitled, say, to more than \$4,000. We have to be very careful with demurrage claims, for they are usually the most troublesome items of these collision claims. For claims for demurrage we have to be very careful about. One who is entitled to demurrage, but they are not entitled to too much demurrage. They are entitled to a fair return for losses sustained while their boats are tied up for repairs.

Mr. LOGAN. In the prosecution of these claims, is there any procedure by which it is done locally? Do you send out a representative of the department, or send the claim to a referee, or do the claimants have to come to Washington?

Mr. SHOEMAKER. The procedure is this: When a collision occurs, immediately thereafter a naval board is convened.



Mr. SPEAKS. Where?

Mr. SHOEMAKER. Generally where the collision occurred. If it occurs at sea, it is generally called on one of the vessels by the chief officer present. If it occurs in the harbor of New York it is called generally by the commandant of that district—generally by the commandant. Notice is given to the privately owned vessel, the owners of the privately owned vessel, and opportunity is given them to appear before the board. It may be a board or it may be a court; they have naval boards and naval courts, both. The court is of a higher character than the board; and courts are generally convened for the more important cases—for instance, like the case of the sinking of the *Woolsey*, the destroyer *Woolsey*, which was sunk near Panama a few weeks ago.

Mr. GLYNN. In a collision?

Mr. SHOEMAKER. In a collision. In that case a court was convened because there was a tremendous loss to the Government—over a million and a half dollars. Now, these courts or boards call witnesses, both for and against the Government, and their testimony is taken down stenographically and transcribed. Under the regulations a number of copies of the testimony are made; a copy is furnished to the owner or his representative, if he appears before the board, and copies are sent to the department. And the board or court generally makes recommendation as to liability and as to the amount of the damage sustained, both by the naval vessel and by the privately owned vessel.

Mr. UNDERHILL. Do they also determine whose fault it was?

Mr. SHOEMAKER. Yes; they do. They express an opinion, placing blame either on one or both vessels.

Mr. LOGAN. Do they go by regular legal rules in these hearings?

Mr. SHOEMAKER. No, sir; they do not, strictly speaking. They have certain rules to go by. We have to examine those records very carefully and we do not always agree with the findings.

Mr. GLYNN. That is, these findings are always reviewed?

Mr. SHOEMAKER. The findings are always reviewed. These records are sent to the department, direct, to the Judge Advocate General, who uses them for purposes of personnel—that is, to determine the conduct of the men in charge of the vessel. After he is through with the records, they are referred to the solicitor's office for determination as to questions of damage—the civil end of it. Then the claims come in. If we have damaged the other vessel, claims come in and we endeavor to determine the department's responsibility for liability and the amount in which we are liable.

Mr. LOGAN. You mean you have those naval hearings here in Washington?

Mr. SHOEMAKER. Oh, no; they are generally near the point where collision occurs.

Mr. LOGAN. After they are certified up here to Washington?

Mr. SHOEMAKER. Oh, we have no formal hearings after that. We have conferences; attorneys representing the claimants frequently call at the department, but most of the claims are handled by correspondence, so far as the claimant is concerned. All of the claims are required to be proven up satisfactorily by affidavits and statements of boards of survey. Where a privately owned vessel is damaged, competent naval officers are directed to make a survey.

Mr. BOX. And those reports are before you when you make the claim?

Mr. SHOEMAKER. They are part of the record. They are made and reported to the board and the board includes them in its report of the investigation, and the whole is transmitted to the department.

Mr. BOX. You say you do not have hearings here?

Mr. SHOEMAKER. No; no formal hearings.

Mr. SPEAKS. Is it your policy to suit the convenience of the man who is damaged? For instance, an accident occurs down the coast of Florida to some poor devil with a lot of rowboats and boats down there. Would he be dragged up to Washington of sending a man down there, who would be under no inconvenience and having a hearing down there, if there are witnesses to the collision.

Mr. SHOEMAKER. Generally those hearings are called direct at the collision.

Mr. SPEAKS. At what place?

Mr. SHOEMAKER. At the place of the occurrence of the collision.

Mr. SPEAKS. What I am getting at is, do you suit the convenience of the man who is injured? In the case of the naval men, they are detailed to make this survey, they are under pay, and it is a convenience for them to travel down there; but the poor devil who is injured, it is an inconvenience for him to come to Washington.

Mr. SHOEMAKER. He is not required to come to Washington. There ought to be a fixed policy in that respect. Surveys are made also by representatives of the damaged vessel—that is, the owners of the vessel. The owners have their own surveys made. A report is made and the amount estimated as sufficient to make repairs. That survey with the estimate is usually submitted to a naval yard. The yard makes its bid on that “we will make these repairs, for so much money.” That is one of the bids which we determine the amount of liability. And frequently there are a number of bids on the work and then we require that the work be done by the lowest bidder. Then in some instances we require the owner of the damaged vessel to make a deposit sufficient to cover the cost of the repairs. Then he puts in his claim for reimbursement covering the actual cost, and, if we can, we adjust it under the act of June 24, 1910, otherwise it comes to Congress for special appropriation.

The CHAIRMAN. These cases that are not disputed by the Navy Department it would be useless to send to a court, because if they went into court the Navy Department would say, “Yes, we will pay it.” And it would be just a waste of time and money to send them to court. The only way we can do is either to pass a direct bill of appropriation, authorizing the payment of money, or else to give the department general authority.

Mr. SPEAKS. From your experience, what would be the average award in claim for damages to the amount of \$1,000? Suppose a man comes in and says, “I am damaged \$1,000 worth;” what would be the average award?

Mr. SHOEMAKER. In cases of claims for \$1,000?

Mr. SPEAKS. Yes.

The CHAIRMAN. I just got a statement of a case this morning of the claimant's attorney, and an acknowledgement of the Navy Department of liability for the loss, with some photographs, that I can put in the hearing now, in answer to your inquiry. In this case, the party owning the barge claimed damages for \$5,859.50; the court of inquiry settled the case, as far as they are concerned, by estimating the damages at \$4,229.50—a difference of \$1,630.

Mr. SPEAKS. What were you going to reply as to your average?

Mr. SHOEMAKER. It is rather difficult to answer that question, but I should say that in 20 claims for \$1,000 each they would be reduced, say, to about \$15,000. I should say that would be a fair estimate.

Mr. LOGAN. That would depend on the facts, altogether?

Mr. SHOEMAKER. Oh, certainly.

Mr. SPEAKS. The point I have in mind is that the man who has a damage of \$1,000 may put in a claim for \$3,000, with the idea in mind that they are going to cut him down. I have had experience in matters of that kind in connection with holding military maneuvers. We would go out and get hold of at least 50,000 acres of land, with the privilege of conducting troop maneuvers and military operations over them all, with certain restrictions about cutting fences. There was an appropriation made to cover that item of expense. We would appoint a board as usual, of three officers and two or three civilians, in the immediate locality, who would follow right after the troops just as quickly as possible and make an estimate of the damages and try to arrive at an agreement. And I have heard dozens of men come in and attempt to point out they were injured to the extent of \$300; but when we would make him come in to this board and show where the injury was, it would get down to \$50 or maybe \$100. And we were fair, and he was satisfied.

Mr. SHOEMAKER. We require pretty strict proofs of the amounts they claim.

The CHAIRMAN. In maritime practice, the surveyor has a great deal to do with that?

Mr. SHOEMAKER. A great deal.

The CHAIRMAN. A man who has damage done to his boat immediately calls in what is known as an official surveyor. He really is not an official of anything, but he is supposed to be a man who knows the cost of fixing boats, and he makes an estimate of the necessary repairs and that estimate is used as the basis for a claim by the insurance company, and so on. And I presume that your board, or your office, always looks into the proofs of whether a man was insured, on the question of collisions, do you not?

Mr. SHOEMAKER. Yes.

The CHAIRMAN. Do you make any award where a man was insured?

Mr. SHOEMAKER. Yes; because we have it understood—I may say in answer to that, that many of these claims are pressed by underwriters; in other words, the underwriter is liable and he is entitled to be reimbursed.

The CHAIRMAN. You consider he is, in equity, entitled to have it anyhow?

Mr. SHOEMAKER. Yes.

The CHAIRMAN. And they push these claims and collect; of course they pay the cost and collect from your department if they can?

Mr. SHOEMAKER. We always insist on paying direct to the owner or charterer.

The CHAIRMAN. There is one thing further I want to ask you in connection with this bill.

Mr. SHOEMAKER. I have not seen a copy of the bill, Mr. Chairman, as printed.

The CHAIRMAN. You have added here "or other accidents"?

Mr. SHOEMAKER. Yes.

The CHAIRMAN. What do you mean by "or other accidents"? Would that mean any kind of accidents in connection with the Navy Department, or accidents in connection with collisions?

Mr. SHOEMAKER. On what line is that?

The CHAIRMAN. On the ninth line of the second page. That is new.

Mr. IRELAND. It says growing out of vessels.

The CHAIRMAN. It does not say so; that is what I want to know.

Mr. SHOEMAKER. I will illustrate what we mean by that—the purpose of it.

The CHAIRMAN. You see the old act only gives you the right to decide in cases of collision.

Mr. SHOEMAKER. Yes.

The CHAIRMAN. And now you are putting in "or other accidents."

Mr. SHOEMAKER. Just recently a case like this came to our attention; a navy tug was maneuvering near a wharf and threw its line over a bollard on a barge tied up to the wharf, and the bollard was pulled out of the barge by the tug. Now that is not a collision. We can not pay for the damage under the act of 1910 and there is no way to adjust the claim. It is a comparatively small claim, but it is a just one.

Mr. SPEAKS. The *Medley* claim covers that very nicely, Mr. Chairman. Here is a boat of unusual draft and speed going up the river out in Oregon and half a mile away are some motor boats and rowboats. The unusual speed of this boat creates a swell that sends a wave over there that wrecks the motor boats, docks and everything, and finally sinks them—half a mile away.

The CHAIRMAN. There is no way of suing the Government for that at all, is there?

Mr. SHOEMAKER. No; there is no way to sue except by authority of Congress. Then there is another instance I may call to your attention, where a vessel tied up at a wharf discharged oil and, in another case, discharged water on the dock and damaged large quantities of merchandise—nuts and coffee. The damages were not caused by a collision and there was no way to pay the claims arising therefrom as tort claims. However, we did manage to pay them through the Shipping Board, because of the fact that the Shipping Board had chartered that vessel, which made it a matter of liability under contract. But we really could not adjust under the act of 1910, the damage not having arisen from collision.

Now, Mr. Speaks refers to damages caused by swells. In case of swells causing vessels to collide, as they often do, to pile up on one another, and damage is caused thereby, we call those collision cases.

The CHAIRMAN. If we put in here "other accidents incident to the operation of vessels," that would meet your view?

Mr. SHOEMAKER. Yes.

The CHAIRMAN. Because we would be questioned on the floor should we bring in a proposition like "other accidents." That might cover anything.

**Mr. SHOEMAKER.** I think the criticism of the chairman is very proper.

**The CHAIRMAN.** Another thing; you want to have the right after April 6, 1917. In other words, you want to take those war cases that have occurred and settle. Will they all be in this country or outside of this country?

**Mr. SHOEMAKER.** I believe that would possibly cover collisions occurring outside of this country. And that opens up another question. It was thought best, when the provision was first drawn—you know it was sent up to Congress last year and I think once before, and we thought it wise to fix a date beyond which these claims could not be covered under this proposed act. And so we fixed on the date of our entry into the war as the proper date.

**The CHAIRMAN.** Would not the word "damage" instead of "accident" be better in here?

**Mr. SHOEMAKER.** In what line now, Mr. Chairman?

**The CHAIRMAN.** On the same line—line 9, page 2? "Other damage incident to the operation of vessels." That is what you want; you do not want "accidents incident to the operation of vessels."

**Mr. SHOEMAKER.** That will be entirely satisfactory; I think it will be better.

**Mr. STEAGALL.** I do not know whether it will read right, then, or not. **Mr. Chairman.**

**The CHAIRMAN.** I think we will have to change the wording of this bill. I am not a lawyer, but it looks very indefinite to me at the present time, the way it is written.

**Mr. IRELAND.** It says in here, as I recall the language, "for which these vessels of the Navy or in the naval service" will be held responsible. I was wondering if that language could not be changed so that it will read "for which the Navy shall be found to be responsible." A vessel really is not held responsible.

**Mr. SHOEMAKER.** That is the language we generally use, technically.

**The CHAIRMAN.** That is marine law.

**Mr. SHOEMAKER.** Yes; that is marine law.

**Mr. IRELAND.** That would be true of the Navy, too?

**Mr. SHOEMAKER.** Yes. This language is taken from the act of 1910.

**The CHAIRMAN.** Yes; I have the act of 1910 here.

**Mr. IRELAND.** The vessel really includes the officers and crew, though?

**Mr. SHOEMAKER.** That is true; but we say "the vessel did this and that"; we speak of it in that way.

**The CHAIRMAN.** In our marine law, the vessel is considered as a person. What do they call it?

**Mr. LOGAN.** It is a libel in rem, which includes the thing. It does not include the person; that is a libel in personam, which would include the captain and the men. As I understand, you just give a man the right to libel a naval vessel, the same right as he has to libel a vessel under private ownership? He has the same right now to bring suit where the cause of action arises out of the action of the Navy?

**Mr. SHOEMAKER.** Yes; the cause of action attaches to the vessel. For instance, some vessels that the Navy operated during the war—took over by charter or otherwise—were in collision and caused damage. After they were turned back to the owner, the owner of the vessel that was damaged brought suit against the owner of the

vessel operated by the Navy that caused the damage, on that the cause of action attached to the vessel itself.

Mr. SPEAKS. What would probably be the outcome in that kind, just for my information?

Mr. SHOEMAKER. We feel the Government should protect the owner, who is innocent, and place the matter in the hands of the Department of Justice with the request that the department take the Government's interest and, incidentally, the interest of the private owner who is being sued. At the same time, if the Government was responsible, or the party injured has a just claim against the Government—

Mr. SPEAKS. Instead of the owner?

Mr. SHOEMAKER. Yes; instead of the owner under the Government we feel he is entitled to damages from the Government.

The CHAIRMAN. Under this present law, it has been testified that this committee at previous hearings, a great many of the claims have run into seven, eight, and nine hundred dollars have been suspended at the \$500 limit, in order to prevent any more friction?

Mr. SHOEMAKER. Yes, Mr. Chairman.

The CHAIRMAN. Now, if we make this sum \$5,000, of course we would pay those claims in full; because you would not excuse you only had \$500 to pay them. Would the Government benefit by making it \$5,000, or ought we make it a lesser amount?

Mr. SHOEMAKER. My judgment is we would save money for this reason: A great many claimants who have claims amounting to \$7,000 or \$8,000, would reduce to \$5,000, in order to get their claims paid conveniently.

Mr. UNDERHILL. What proportion of your claims are in excess of \$5,000?

Mr. SHOEMAKER. I would say about 15 per cent.

Mr. STEAGALL. In number?

Mr. SHOEMAKER. Yes, sir.

Mr. UNDERHILL. Then, as I understand the statement you made a while ago, the great majority of the claims are under \$500, are they?

Mr. SHOEMAKER. I estimate that about 45 per cent of the claims against the department are for not more than \$500; about 45 per cent of them are between \$500 and \$5,000, and the rest of the claims are in excess of \$5,000—about 15 per cent.

The CHAIRMAN. Suppose we were to limit this to \$2,500 instead of making it \$5,000: Wouldn't you be in a better position to settle with a great many of these folks to the advantage of the Government?

Mr. SHOEMAKER. That is a question, Mr. Chairman, that I have thought a great deal about—I have been handling these claims for a little more than three years—and my own judgment is that \$5,000 is about the right amount, from the standpoint of the Government as well as the standpoint of the claimants.

The CHAIRMAN. Then you think you will be able to do enough promising at the \$5,000 limit to make up any losses that might be incurred by not having the \$2,500 limit?

Mr. SHOEMAKER. In the first place, I believe that the Government does not want to have these claimants reduce their claims to a just amount.

Mr. STEAGALL. No; we want to pay them.

Mr. SHOEMAKER. They ought to be paid, in my judgment; but I do not believe, if the amount is fixed at \$5,000, a number of claimants with claims in excess of \$5,000 will reduce the amount several thousand dollars to meet the provisions of the law—just as they do now in the case of these \$500 claims.

Mr. IRELAND. It is the disposition of the Navy Department, I presume, to ascertain the actual damage?

Mr. SHOEMAKER. Always.

Mr. IRELAND. And then, when they ascertain that, to recommend payment; there is no disposition on their part to slash that amount and compromise?

Mr. SHOEMAKER. Not at all.

Mr. IRELAND. It is to find out what is the actual damage?

Mr. SHOEMAKER. To find out what is the actual damage. And we are very careful, I will say, to be accurate about it, just as accurate as possible; and if we are not satisfied, why we hold it until we are satisfied—until we are furnished the information that will satisfy us the amount that is properly due. And we do it in various ways. When we do adjust a claim, we are generally pretty well satisfied that we owe the money.

Mr. Box. I understand, Mr. Chairman, this is really a modification of the suggestion made by the gentleman from Massachusetts (Mr. Underhill) the other day, only he proposed to have all these claims settled by some outside tribunal. This is authorizing the Navy to do that very thing, within certain limits, and it looks to me to be a good proposition.

Mr. SHOEMAKER. I want to call attention to the statement in the Department's letter about the percentages of the claims. I think that statement is a little bit in error. I think the statement I gave a little while ago, of 45 per cent being for not more than \$500; 40 per cent—

The CHAIRMAN. That will all go in the record and the Secretary's letter will go in and a man can use his judgment on that. I would not want to change the Secretary's letter now.

Mr. SHOEMAKER. No; I would not want you to change that at all.

Mr. Box. What language do you suggest here in lieu of the word "accident"?

Mr. SHOEMAKER. I think the chairman suggests "damage."

Mr. LOGAN. Don't you think this covers it? It says:

The Secretary of the Navy is hereby authorized to consider, ascertain, adjust, and determine the amounts due on all claims for damages, where the amount of the claim does not exceed the sum of \$5,000, occasioned since April 6, 1917, and hereafter, by collisions or other accidents.

Does not that relate back to "claims for damages"?

Mr. SHOEMAKER. When I wrote that, I thought it was sufficient to cover the ground. We have an act now that authorizes the Secretary of the Navy to pay claims up to \$500 for damages not caused by collisions of the Navy.

Mr. STEAGALL. By collisions?

Mr. SHOEMAKER. Collisions on land. The provision authorizes us to pay, for instance, damages caused by automobiles and other

damages not caused by naval vessels. The language of the act is the language of the Secretary that authority as follows:

The Secretary of the Navy is hereby authorized to consider, ascertain, determine, and pay the amounts due in all claims for damages, other than such as are occasioned by vessels of the Navy, and the loss of privately owned property subsequent to April 6, 1917, where the amount of the claim does not exceed \$5,000, which damages or loss men in the naval service or Marine Corps are found to be responsible for.

The language "men in the naval service or Marine Corps," is construed not to include hired men who drive the machines of the Navy, but they must be enlisted men. The language in the act "other accidents" was intended to supplement that act, and authorizes the department to pay out of naval funds.

Mr. IRELAND. I was going to ask whether that was practically a change from the present law—increasing the amount to \$5,000 and adding the words "or other accident"?

Mr. SHOEMAKER. These are the only changes.

Mr. SPEAKS. In what way do the naval authorities use automobiles to any extent?

Mr. SHOEMAKER. Why, they use a great many automobiles. They have them at nearly all of the stations and district offices.

Mr. UNDERHILL. We have two navy yards at Boston, Massachusetts, and there is a constant procession of automobiles going to and from the yards.

Mr. SPEAKS. In what way are they used; just for convenience?

Mr. SHOEMAKER. They are used for convenience——

Mr. STEAGALL. They are trucks that are used?

Mr. UNDERHILL. They are used for trucks and used for the transportation of the officers and enlisted men, etc. It is better to have them over the road than around on the cars.

Mr. SHOEMAKER. They are very much used.

Mr. STEAGALL. You do not need the word "just" before claims for losses, do you? This later language probably covers it—for collisions or other accidents vessels of the Navy or vessels of the naval service shall be found to be responsible.

Mr. SHOEMAKER. What line is that?

Mr. STEAGALL. That is the seventh line on the second page of the bill. It seems to me that the last line carries the idea that would cover all losses.

Mr. SHOEMAKER (reading):

The Secretary of the Navy is hereby authorized to consider, ascertain, and determine the amounts due on all claims for damages.

Mr. STEAGALL (reading):

On all claims for damages.

It is a question whether you limit it sufficiently below that. It seems to me you have.

Mr. SHOEMAKER (reading):

\* \* \* where the amount of the claim does not exceed the sum of \$5,000.

Mr. STEAGALL (reading):

For which the vessel is liable.

Mr. SPEAKS (reading):

Found to be responsible.



That seems to fit in better.

The CHAIRMAN. You can leave the word "accidents" in there if you want to—

by collisions or accidents incident to the operation of vessels, for which collisions or accidents vessels of the Navy or vessels in the naval service shall be found to be responsible.

That would cover it, would it not?

Mr. STEAGALL. That is sufficient limitation.

The CHAIRMAN (reading):

• • • and report the amounts so ascertained and determined to be due the claimants to the Congress through the Treasury Department, for payment as legal claims, out of appropriations that may be made by Congress therefor.

That would cover it?

Mr. SHOEMAKER. I think so, Mr. Chairman. I think the chairman sees the point we had in putting that in?

Mr. CHAIRMAN. Yes; I see the point all right. The only thing was I did not want to extend it beyond the scope of the operation of vessels, if possible.

Mr. SHOEMAKER. I think you are right

The CHAIRMAN (continuing). Because it might be questioned and some day we might find we were paying claims we did not know anything about. And I am very much afraid some of these departments are apt to take a mile where they get an inch. It may be the right thing for them to do, but Congress does not like it.

Mr. SHOEMAKER. So far as the Navy Department is concerned, I can speak with authority as regards this work, because I have handled it and I know whereof I speak.

Mr. IRELAND. I think, Mr. Shoemaker, you have probably handled it a good deal better than the Committee on Claims would have handled it.

The CHAIRMAN. I think that is true; I think Mr. Shoemaker has saved us a lot of money and I think they did handle it very well; but it seemed to me we were making so much money by keeping it down to a low sum that it did not pay us to raise it.

Mr. SHOEMAKER. These claimants do not understand the situation—why they have to be put to all the trouble. And you know it is very difficult to get a direct appropriation to pay any of these claims.

Mr. SPEAKS. What was the aggregate amount paid for these claims last year?

Mr. SHOEMAKER. I can not tell you; it has not been reported to our office.

Mr. SPEAKS. Have you any knowledge of the amount paid in any year?

Mr. SHOEMAKER. A very small sum during the past few years. We have not sent any claims up here and asked for an appropriation except, I think, in one or two instances. There was one instance where a company was doing Government work, dredging, and where its vessels were badly damaged by naval vessels, where a large sum was involved and where the company was very much embarrassed by the loss—over \$100,000. The Assistant Secretary took a personal interest in the claim and for that reason asked Congress to make the appropriation, and the appropriation was made. I think there is only one other case where we asked for an appropriation since I have

been in the Navy—three years. We have told claimants so would be done, and we have advised them in the meanwhile Congress and ask for a special act and we have added the clause that was quicker for them to get an act through authorizing the Government than if they relied upon an appropriation for the claim.

Three or four years ago the department sent up an omnibus bill for a number of just claims. It was passed by the Senate and by the House, and, on a last call of some kind, somebody got up and suggested an objection to one small item in one claim and that item was changed—involving only a few dollars—and that the bill died in conference, and the bill died. Those claims have not been paid yet, except in one or two instances. Those claims are now back in 1914 and 1915.

I think it is better now, Mr. Chairman; I think these claims had a better chance recently than they have had heretofore to give the department the authority to adjust these claims. I do the smaller claims now, will relieve you, will relieve Congress, will relieve the courts and the Department of Justice of a tremendous amount of work.

Mr. STEAGALL. And relieve the claimants of a tremendous amount of work?

Mr. SHOEMAKER. And relieve the claimants of an unnecessary amount of time and expense in recovering what they are justly entitled to.

I thank you, Mr. Chairman, if there is nothing further.

The CHAIRMAN. It is something on the order of your war claims adjustment boards?

Mr. SHOEMAKER. Yes.

The CHAIRMAN. I will put in the record a letter from the Secretary of the Navy covering the ground which Mr. Shoemaker has gone over.

(The letter referred to is as follows:)

MAY

MY DEAR MR. SPEAKER: The authority of the Secretary of the Navy to adjust claims for damages arising out of collisions for which collisions the Navy shall be found to be responsible is provided by the law of June 15, 1906 (36 Stat. L., 607). Under that law the Secretary is required to adjust and pay claims in amount not in excess of \$500 and refer them to Congress through the Department for appropriation.

Probably not more than 25 per cent of the claims arising out of collisions involving naval vessels presented to the department can be paid under that law. It is an injustice to claimants for damages in excess of \$500, who in order to secure payment must appeal to Congress for appropriation to satisfy the claim or for authorization of the Government. The procedure in either case is usually long drawn out and seems to put the claimant to unnecessary trouble and delay.

Probably 65 per cent of the collisions claims that are just and equitable are for amounts from \$500 to \$5,000, and it is believed that some more direct means of adjusting them should be provided.

It is further suggested that authority should be given the Secretary to adjust claims arising out of damages caused to private property by vessels in naval service otherwise than by collision. Cargoes of vessels have been damaged in water and in some instances by oil discharged from naval vessels lying close by. Payment of such damages is not now authorized under the provision of the law of June 15, 1906 (36 Stat. L., 607).

In view of the foregoing, the following proposed draft of legislation deemed desirable to provide for reasonably prompt settlement of claims against the department

out of damages caused to privately owned property by vessels in the naval service through collisions or otherwise is respectfully submitted:

**A BILL** To amend the act authorizing the Secretary of the Navy to settle claims for damages to private property arising from collisions with naval vessels and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the provision contained in the "Act making appropriation for the naval service for the fiscal year ending June 30, 1911, and for other purposes," approved June 24, 1910 (Public, Numbered 261, Sixty-first Congress, second session), authorizing the Secretary of the Navy "to consider, ascertain, adjust and determine the amounts due on all claims for damages where the amount of the claim does not exceed the sum of \$500, hereafter occasioned by collision, for which collisions vessels of the Navy shall be found to be responsible and report the amounts so determined to be due the claimants to Congress at each session thereof through the Treasury Department for payment as legal claims out of appropriations that may be made by Congress therefor," be, and the same is hereby, amended to read as follows, namely:

"The Secretary of the Navy is hereby authorized to consider, ascertain, adjust, and determine the amounts due on all claims for damages, where the amount of the claim does not exceed the sum of \$5,000, occasioned since the sixth day of April, 1917, and hereafter, by collisions or other accidents, for which collisions or other accidents, vessels of the Navy or vessels in the naval service shall be found to be responsible and report the amounts so ascertained and determined to be due the claimants to the Congress through the Treasury Department for payment as legal claims out of appropriation that may be made by Congress therefor."

While such provision, if enacted, would not facilitate the settlement of a limited number of claims in excess of \$5,000, it is believed that the responsibility for the payment of these larger claims should be left to the courts or to Congress and not placed upon the department.

A similar recommendation was made to the last Congress, but so far as this department is advised no action was taken thereof.

I have the honor to request that the foregoing language, or language similar thereto, be enacted into law at an early date, in order that just claims against the department may be disposed of without requiring the claimants to resort to the courts or to Congress, with the attendant long delays, thus relieving Congress and the courts of much unnecessary work.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Assistant Secretary.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.



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[No. 123.]

**ELLEN M. WILLEY.**

(H. R. 5659.)

**DEPARTMENT OF THE NAVY,**  
Washington, June 30, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of June 10, 1921, inclosing a bill (H. R. 5659) for the relief of Ellen M. Willey, and requesting that the circumstances in the case be reviewed and your committee informed if it is the desire of the department to interpose objection to the enactment of said bill, I have the honor to inform you that this department's attitude was fully set forth in its letter to your committee dated May 19, 1921, in which it disapproved of the relief being sought through this bill.

If, however, it is the judgment of your committee that this bill should be enacted, this department will interpose no objections whatever thereto.

The letter from the Hon. Andrew J. Montague, inclosed with your communication, is herewith returned as requested.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[No. 124.]

**AIRPLANE CARRIER.**

**NAVY DEPARTMENT,  
Washington, July 28, 1921.**

**Subject: Airplane carriers, construction of.**

**MY DEAR MR. BUTLER:** The recent experiments in which the ex-German ships were destroyed have strongly confirmed the department's belief that the fighting ships of the fleet must at all times be accompanied by airplanes for offensive and defensive purposes. While these ships may be able to carry a few airplanes, their number would necessarily be greatly restricted by the other military features of the vessels. Moreover, airplanes launched from them, after accomplishing their mission, must land on the water and be picked up by the ship's cranes, a proceeding which may cause irretrievable delay at a vital moment. Consequently, most of the airplanes for the use of the fleet must be carried on a specially designed type of vessel, having a deck from which they can start and on which they can alight, and having as well such speed and radius of action as will permit them to accompany our fastest scouting ships. The aircraft carriers must, therefore, have high speed and great endurance, while to obtain a proper deck for flying off and on they must be of large size.

The General Board recommended that two of these vessels be laid down as soon as possible, and it is estimated that their limit of cost, exclusive of armor and armament, should be \$25,000,000 each, and that they will take not less than 30 months to complete. The amount normally to be appropriated for use during the first fiscal year in which these vessels are building would be \$7,500,000 for each ship.

While it is understood that your committee would not deal with the matter of appropriation, I would like to state that a start on construction could be made this year with an appropriation less than the normal. I feel very strongly that at least one carrier should be begun with the least possible delay, and recommend accordingly the incorporation in the pending bill of the provision below or the equivalent:

That for the purpose of further increasing the Naval Establishment of the United States the construction of one airplane carrier of the most modern type and most advantageous size is hereby authorized at a limit of cost not to exceed \$25,000,000, exclusive of armor and armament.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

**Hon. THOMAS S. BUTLER,**  
*Chairman Committee on Naval Affairs,  
House of Representatives*

[No. 124.]

# AIRPLANE CARRIER.

NAVY DEPARTMENT,  
Washington, July 28, 1921.

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**REPEAL OF SECTION 1481 OF THE REVISED STATUTES.**

**DEPARTMENT OF THE NAVY,**  
Washington, July 22, 1921.

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

**MY DEAR MR. CHAIRMAN:** There is inclosed herewith a copy of a letter this day sent to the Speaker of the House of Representatives recommending the repeal of section 1481 of the Revised Statutes.

In view of the fact that the bill (H. R. 7864), providing for sundry matters affecting the Naval Establishment, has been favorably reported to the House of Representatives by your committee, it is urgently recommended that a proviso for the repeal of section 1481 of the Revised Statutes be incorporated therein.

Sincerely yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

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**DEPARTMENT OF THE NAVY,**  
Washington, July 22, 1921.

**The SPEAKER OF THE HOUSE OF REPRESENTATIVES.**

**MY DEAR MR. SPEAKER:** I have the honor to invite your attention to section 1481 of the Revised Statutes, which reads as follows:

SEC. 1481. Officers of the Medical, Pay (and Engineer) Corps, chaplains, professors of mathematics, and constructors, who shall have served faithfully for forty-five years, shall, when retired, have the (relative) rank of commodore; and officers of these several corps who have been or shall be retired at the age of sixty-two years, before having served for forty-five years, but who shall have served faithfully until retired, shall on the completion of forty years from their entry into the service, have the (relative) rank of commodore.

This provision of law was enacted to give to those officers who at that time had no opportunity to attain flag rank, the award of the rank of commodore upon retirement for long and faithful service.

It has, however, an effect much greater than that originally intended. For instance, a certain officer served at the Naval Academy as a civilian professor for nearly 42 years. He was then, pursuant to a special act of Congress approved March 4, 1913 (37 Stat., 906), appointed as a professor with the rank of lieutenant in the Navy and served as such for a little over three years, making his combined service 45 years, and was then retired. Upon his retirement he claimed the right to have the rank of commodore on the retired list pursuant to the provisions of section 1481 of the Revised Statutes above quoted, and the Attorney General to whom the question was referred held, in his opinion of February 20, 1920, that this man was entitled to the rank and pay of commodore on the retired list of the Navy. The retired pay of a commodore is greater than the active pay of a lieutenant.

Attention is also invited to the fact that under the provisions of the act of June 4, 1920 a number of officers have been taken from various corps of the Navy with the rank of lieutenant. These officers are now approaching the retirement age of 62 and will leave the active service while holding the rank of lieutenant and lieutenant commander, but who, under the provisions of section 1481 of the Revised Statutes, will upon retirement be retired at the rank and pay of commodore. Such retirements will close in the year 1922. The result will be that those officers in question will receive a higher rate of pay on the retired list than they would have received while on the active list. Furthermore, they will attain the rank of commodore without having passed through the intermediate ranks. This is not believed to have been the original intent of Congress in this matter, nor does this provision as applied to the personnel of the Navy seem equitable to the Government.

In this department's letter of December 11, 1920, your department was invited to the situation arising from the operation of the provisions of section 1481, Revised Statutes, and it was recommended that appropriate legislation be enacted for the repeal of said section.

It is again recommended that said section be repealed.

Sincerely, yours,

EDWIN DENNEY  
*Secretary of the Navy*

[No. 126.]

**NAVAL AVIATION.**

**NAVY DEPARTMENT,  
OFFICE OF NAVAL OPERATIONS,  
Washington, April 29, 1921.**

MY DEAR MR. BUTLER: I am forwarding you a list of answers to a questionnaire that appeared in the "U. S. Air Service," under the signature of the ace, Capt. E. V. Rickenbacker. These questions, I believe, were furnished your committee prior to that date, during the period Capt. T. T. Craven, then director of naval aviation, was appearing as a witness before your committee.

I think members of the committee will find the answers interesting as illustrating the Navy's point of view on the subject of naval aviation, its relation to the fleet, and the reasons for its retention in the Navy.

Sincerely, yours,

W. A. MOFFETT,  
*Captain, United States Navy.*

HON. THOMAS S. BUTLER,  
*House of Representatives, Washington, D. C.*

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**MEMORANDUM.**

Subject: Replies to Capt. E. V. Rickenbacker's questionnaire.

Q. 1. What is the mission of the airplane with the Navy?

A. 1. The mission is identical with and contributory to that of the Navy, namely, *to gain control of the sea and to exercise control of the sea*, as is the case with all types of craft and fighting arms or weapons capable of use in making up mobile sea power. The airplane has innumerable duties ashore and afloat in connection with this mission, dependent upon the fleet or force of a fleet it is assigned to.

Q. 2. What are the duties of the airplane with a fleet?

A. 2. (a) With the scouting fleet, whose mission it is *to locate the enemy, ascertain his strength, disposition, and courses, hinder his concentration, cover ours, and to conduct surprise attacks*, the airplane has uses dependent upon what force of the scouting fleet it is in. The airplane is especially valuable for use in the forces which make up the scouting fleet. During plain *search*, in good weather, it can increase the distance between scouts or increase the area capable of being covered during each daylight. One or two planes must be on each scout. After contacts, when the operation shifts from search to strategical scouting, the plane is especially valuable for passing over the enemy surface screen when this screen is too strong to be penetrated, and the plane can develop the area behind. As soon as the enemy main force is located, planes will assist surface types in tracking.

When a concentration of the scouting force is made the striking force composed of leaders, destroyers, submarines, fighting, bombing, and torpedo planes operating from carriers, will conduct surprise attacks and reduce the enemy force if not defeat it. Such operations, if conducted in daylight, will be supported by the support force of the scouting fleet, in which case, as a gun action will be involved, planes from these vessels will be used in gunnery control.

From this it is readily seen that the planes are a part of every force and must be carried on every ship of the scouting fleet on which they can be carried, namely, battle cruisers, light cruisers, scouts, and even leaders and destroyers if practicable. These planes all to be in addition to the carriers which should be attached to the fleet.

(b) In the battle fleet similar conditions arise. This fleet is divided into a number of forces of offense and defense necessary for it to perform its mission of *defeating or immobilizing the enemy main force*. Each vessel of these forces must carry planes, except submarines and possibly leaders and destroyers. Sufficient carriers must be attached to this fleet to insure command of the air, and to insure enough bombers and torpedo planes to attack with the supported attack force. Before action the planes will operate with the protecting scouting force to prevent surprise on the fleet by air, surface, or sub-surface craft. In action, the work of the planes falls in five divisions: (a) tactical scouting and accurate tracking of enemy movements with the protective scouting force, (b) getting command of the air, (c) conducting bombing and torpedo attacks in coordination with the supported attack force, (d) gunnery control, (e) protective service over our fleet.

*Cruising or control fleet.*—The forces and subdivisions of this fleet exercise control of the sea. Before the enemy fleet is immobilized or defeated, its duties have to do with protection of bases, patrol and defense of areas behind the advance forces, escort of convoys, etc. The use of the airplane by the Navy was almost entirely on such duties during the late war and no comment is necessary. In future wars the increase of the use of aircraft will require each convoy to have air protection; and each merchant vessel and the escort will have to carry fighting planes.

When the enemy force is immobilized or defeated the cruising fleet in addition will be charged with the application of economic pressure on the enemy by restriction of commerce, bombing of enemy bases, etc. Its forces will be correspondingly increased, and the airplanes will have duties with these forces in scouting for and destroying shipping, reconnaissance, photography and bombing raids on seaports, munition and manufacturing plants, torpedo attacks on enemy vessels in port.

Q. 3. What types have been developed for this work during the World War?

A. 3. The Navy's air work during the war was almost entirely work applicable to the preliminary work of the cruising fleet and tended to develop planes suitable for this, namely, for patrol and defense of bases and controlled sea areas. A serviceable boat type of patrol plane and bomber was the result. In the northern bombing group, which was work corresponding to the duties which will fall to the cruising fleet when the enemy main force is immobilized or defeated, the best types of day and night bombers with fighters for escort were sought.

**Q. 4.** What types have been developed since the war?

**A. 4.** Every company making planes in this country is presumably endeavoring to produce better planes. The Navy desires and is in the market for bombers, torpedo planes, fighters, reconnaissance, photography planes, of the best type that can be produced with flotation, capable of being broken down and stowed, and still possessing all military requirements of speed, maneuverability, etc. To date no one can produce what we want. Meanwhile the Navy is developing and experimenting itself, and takes the best of what it can get of the aeroplane-producing companies. The backwardness of the aeroplane industry in the United States can not be made a charge on the Navy as must be self-evident, even to laymen. The Army makes few planes, but buys in the market or makes specifications for the manufacturing companies to fill. These planes are available for purchase by anyone.

**Q. 5.** What future development is planned in airplanes for this work?

**A. 5.** The Navy is endeavoring to get planes for use in the fleet to accomplish the missions related, which will embody the following requisites, in addition to the military characteristics of the best land planes:

(a) Flotation which provides reasonable safety for the pilot and for the machine.

(b) Ruggedness and dependability, capable of being easily and quickly taken down and assembled, and when taken down capable of compact stowage.

(c) Capable of being flown from a vessel, either directly or assisted, and capable of landing on a deck or in the water.

(d) Low landing speed.

However, the General Board has specified the following as the types necessary for the Navy's fleet use: A torpedo plane, a scouting plane, a single-seater fighter, and a two-seater spotting plane. The scout is to be a development of the NC type. The other three types are undeveloped. The torpedo plane will also be capable of bombing, or, if unloaded, will be able to be used for a scout. The best torpedo plane produced by the competition now in effect will be bought in numbers. A design competition for two-seaters is being held. Bids are out for single-seaters embodying the Navy's requirements. The specifications of these types of planes as set down by the General Board are as follows (endurance and performance are omitted, because confidential):

#### MILITARY CHARACTERISTICS OF THE FLEET SEAPLANE.

[For long-distance reconnaissance.]

##### I. PERFORMANCE:

*Speed.*—Full, at least 90 knots; cruising, 70 knots.

*Ceiling.*—Maximum consistent with other characteristics.

*Starting.*—At sea in smooth water in the calm with full load.

*Alighting.*—(a) At sea in smooth water in a calm with full load; (b) at sea in 8-foot waves with reduced load.

*Operation.*—Fitted to refuel at sea in smooth water from a tender.

##### II. STRUCTURE:

*Construction.*—Maximum of seaworthiness and stability when afloat, the hull of such strength and tightness as to give ample buoyancy.

*Towing gear.*—Fitting for towing.

*Observation stations.*—In number and equipment sufficient to provide maximum field of vision.

*Gun stations.*—To provide arcs of fire against air attacks from all directions.

*General arrangement.*—Provision for ready access to all stations.

### III. POWER:

*Power plant.*—Engines arranged in at least two similar groups, operating independently of each other. Engine installation such as to permit the operation of any or all the engines as desired. Capable of maintaining flight with at least one group inoperative with the seaplane carrying not less than one-half full useful load.

*Fuel tanks.*—Gravity tanks self-sealing; hull so arranged that either self-sealing tanks or nonsealing tanks can be carried.

*Endurance.*—Maximum obtainable.

### IV. LOAD:

*Crew.*—As necessary to operate; at least 8 men.

*Armament.*—Machine guns for fire in all directions. Provisions for automatic cannon.

*Bombs or torpedoes.*—Arrangements to permit stowage of at least 3 tons of bombs or torpedoes.

*Communications.*—Radio of the highest power practicable, radio compass, interior communication system, visual signals, running and recognition signals.

*Emergency rations.*—10 pounds per man. Camera.

### MILITARY CHARACTERISTICS FOR TORPEDO AND BOMBING PLANES.

#### I. PERFORMANCE:

*Speed.*—At least 90 knots at sea level.

*Coiling.*—Maximum consistent with other characteristics.

*Starting.*—(a) With catapult; (b) From deck of carrier.

*Alighting.*—On the water.

*Operation.*—Good maneuvering qualities.

#### II. STRUCTURE:

*Construction.*—Dual control. As light as possible; sufficiently rugged to permit fast diving and quick leveling off and to alight on smooth water while carrying torpedo.

*Take-down and erection.*—(1) Folding or quick detachable wings or fuselage or both. (2) Capable of rapid alignment aboard ship.

*Overall dimensions and weight.*—As small as possible and consistent with handling aboard ship.

*Landing gear.*—Twin floats.

*Towing gear.*—Fitted for towing.

*Hoisting.*—Fitted for hoisting.

*Field of vision.*—Maximum forward vision.

### III. POWER:

*Power plant.*—As simple and reliable as possible.

*Endurance.*—Maximum obtainable.

### IV. LOAD:

*Crew.*—Two men.

*Ammunition.*—Two hundred and fifty rounds.

*Communications.*—Interior communication, Very signals.

*Emergency rations.*—Two pounds per man.

*Life preservers.*—Two life preservers.

### MILITARY CHARACTERISTICS FOR MARINE EXPEDITIONARY PLANE.

[To be used as a land plane, or as a seaplane by changing the landing gear only.]

#### 1. PERFORMANCE:

(As a land plane with at least 775 pounds useful load, exclusive of gasoline and oil)—

*Speed.*—Full speed at least 78 knots at sea level; low speed not more than 40 knots.

*Coiling.*—Maximum consistent with other characteristics.

*Starting and alighting.*—On unprepared savanna land.

*Maneuverability.*—Capable of rapid maneuvering.

(As a seaplane)—

*Speed.*—Full and low speeds, as near as possible to land plane requirements.

*Coiling.*—As near as possible to land plane requirements.

*Starting and alighting.*—From the water with at least 775 pounds useful load, exclusive of gasoline and oil, in 3 to 4 feet waves (trough to crest).

**STRUCTURE:**

*Construction.*—Simple as possible, folding, quick detachable wings or fuselage of both, and capable of rapid alignment and compact stowage.

*Structural strength.*—Sufficient for maneuvers required.

*Over-all dimensions.*—Wing span not more than 40 feet.

*Landing gear.*—Arranged for conversion in minimum time.

*Towing gear.*—Fitted for towing when seaplane type.

*Hoisting.*—Fitted for hoisting.

*Field of vision.*—Maximum possible for pilot and observer.

*Battery arrangement.*—Maximum arcs of fire against air attacks and for attacking land forces.

**POWER:**

*Power plant.*—Entire plant to be the simplest and lightest and most reliable consistent with the performance requirements.

*Fuel tanks.*—Maximum possible fire and leak protection.

**LOAD:**

*Crew.*—Two men.

*Armament.*—Two machine guns, 1 fixed and 1 mobile, and at least 250 rounds ammunition per gun; at least 150 pounds of bombs.

*Communications.*—Radio telephone and telegraph, interior communication; very signal, signal lamp.

*Camera.*—Provision for camera and supplies.

*Emergency rations.*—Two pounds per man.

*Parachutes.*—Two.

**PRIMARY CHARACTERISTICS FOR SHIP'S SPOTTING AND SHORT DISTANCE RECONNAISSANCE PLANE.**

The ship's spotting and short-distance reconnaissance plane may be either a land plane with flotation gear or a seaplane.

**PERFORMANCE:**

*Full speed.*—At least 100 knots at sea level.

*Ceiling.*—At least 15,000 feet.

*Starting.*—(a) From turret or deck without a catapult, if land type; (b) with catapult, if seaplane type.

*Landing.*—(a) Fitted to land on a deck, on land, or on the water, if land types; (b) fitted to land on the water, if seaplane type.

*Operation.*—Capable of maneuvering with ease as required for spotting purposes.

**STRUCTURE:**

*Construction.*—As rugged and simple as possible.

*Take-down and erection.*—As simple as possible.

*Over-all dimensions and weight.*—As small as possible and consistent with handling and stowage aboard ship.

*Landing gear.*—(a) Fitted with wheels and emergency flotation gear if land types, or (b) as seaplane.

*Structural strength.*—Sufficient for acrobatics.

*Towing gear.*—Fitted for towing if seaplane type.

*Field of vision.*—The maximum possible for both observer and pilot.

*Battery arrangement.*—To provide maximum arcs of fire against air attack, particularly from attack astern.

**POWER:**

*Power plant.*—The entire power plant to be the simplest, lightest, and most reliable consistent with the performance requirements.

*Fuel tanks.*—Self-sealing.

**LOAD:**

*Crew.*—Two men.

*Armament.*—Two machine guns.

*Ammunition.*—At least 250 rounds per gun.

*Communications.*—Radio to send and receive. Very signals, pigeons, internal communication system, signal lamp.

*Emergency rations.*—Two pounds per man.

*Camera.*—For use on reconnaissance flights.

6. What speed do we attain with the seaplanes we are now getting and what do we expect to attain with the ones now being built, and those we propose to build?

6. See 5 for approximation, projected and current types.

## Current types.

	Miles (land).
Fighters—Vought.....	130
Two seaters.....	130
Scout—F-5-L.....	83
Torpedo plane R-6-L.....	110
Martin bomber.....	115

Q. 7. Are they able to protect themselves in action with enemy forces, as the different powers are equipped to-day?

A. 7. Yes; type for type for seaplanes. With land planes, until catapult is developed, the necessity for a plane which can get off a turret requires the use of types which are inferior in maneuverability qualities. The sea fighter is yet undeveloped, either here or abroad, but must be capable of the speed and maneuverability of a land plane or else land planes will continue to be used. The Navy in 1921-22 will use [redacted] as its fighting plane, the Marines the Thomas [redacted] as catapults are installed the Navy will use best types of fighters obtainable.

Q. 8. How far away from [redacted]

A. 8. Depends on its type [redacted] as can these planes operate? maintaining qualities, navigational facilities, and military load [redacted]. The Navy seaplanes can operate further from base than [redacted] the Army has and in case of breakdown over water can land [redacted] easily, both plane and personnel.

Q. 9. Is the value of the flying [redacted] enough to warrant our continuing to build this type?

A. 9. Yes, the larger types for coastal scouting, patrol and night bombing operations and patrol of controlled sea areas.

Q. 10. How many stations are [redacted] in this country which could be jointly used by the Army, Navy, [redacted] and the Post Office Department?

A. 10. Some seaplane stations have no landing fields, with the development of an amphibious type the Navy could use all Army and Post Office stations. The Army and Post Office Department can not use a seaplane station unless it has a landing field. The Army and Navy have joint fields at North Island, San Diego, Ford Island, Honolulu, Hawaii, Hampton Roads has a landing field, Pensacola, Chatham, Rockaway, Coco Solo have not, but Pensacola can be landed at. All stations will eventually have landing fields enabling commercial aviation, the Army, and Post Office Department, to use them in an emergency.

Q. 11. Does there exist much duplication in the overhead at the above stations?

A. 11. So far as the Navy is concerned for war preparation, no. These stations can just accommodate our existing equipment and even in an amalgamated air force they would still exist. Overhead in a great many cases is saved by being part of the existing naval organization.

Q. 12. When will that British airship which the Navy has purchased be flown to the United States?

A. 12. About July, 1921.

Q. 13. What is it estimated that the total cost of that ship will be when it arrives in America? By that I mean to include the purchase cost, the cost of the detachment which has been sent to England and all other miscellaneous expenses.

A. 13. Total cost: About \$2,000,000 (cost of ship), \$500,000 for training and maintenance.



Q. 14. What is the relative importance of lighter-than-air to the Army and to the Navy, more especially the dirigibles?

A. 14. The airship is especially applicable for use as a long radius scout to the Navy, and for the patrol of coasts and coastal waters. With the use of helium it becomes an effective offensive bombing weapon. The kite balloon is applicable to and used in gunnery control of ships and in locating mines and in anti-submarine work.

Q. 15. How many lighter-than-air stations have we at present?

A. 15. All Navy stations have some lighter-than-air facilities except Anacostia. There are two rigid stations proper, and one projected.

Q. 16. How many of these are dirigible stations?

A. 16. See 15.

Q. 17. What is being done with respect to a station for airships on the west coast?

A. 17. Is provided for in this year's appropriation bill. Efforts are being made to secure the site.

Q. 18. Is it believed that the airship will have development to make a fighting machine in time of war?

A. 18. With helium the rigid will be immune for fire risk. Being the most efficient bomb carrier of aircraft, it will become an effective offensive weapon for bombing and its defensive power will be increased. The rigid, due to size and speed, will always be susceptible to attack by planes.

Q. 19. Is aviation a sufficiently technical subject to warrant an officer making it his life work and profession?

A. 19. Yes.

Q. 20. Does the committee believe that the average man who comes a flyer while young will, in time, become of no value to aviation, due to his increase in years?

A. 20. No, if he progresses mentally and professionally and is physically fit and shows ability to lead and administrate.

Q. 21. Should the older officers in aviation be flyers in order that they may administrate properly in their more responsible positions?

A. 21. Yes, if a man has administrative ability it is very desirable to have flying knowledge both for his own efficiency, that of his command, and the contentment of his aviation personnel.

Q. 22. What is the theory of the other countries in this respect: Great Britain, England, France, Germany, Italy, and others?

A. 22. England picked a Scotch engineer, Lord Weir, to pull her aviation out of a slump. The success of an organization is due to the character and ability of the men who direct it. When aviation is young and old enough to insure that leaders and executives of ability, energy, and experience are in the game, they naturally will assume the executive positions. The greatest difficulty of the aviation forces in all countries during the war was to get good executives and men who could lead and discipline a detachment in aviation. Leadership is not dependent upon technical ability or upon the ability to operate material. It is especially desirable for solidarity of feeling and esprit de corps to get aviation bigger and older so proper officers of big experience in flying possessing qualities of leadership can be available for executive positions. An unexperienced, reckless, careless youth with no sense of loyalty or responsibility may make, and usually makes a good pilot, such a man inherently may not possess the quality of a leader or executive.

Q. 23. Were our naval aviators originally naval officers?

A. 23. Yes, but due to the legal restrictions our percentage of ex-Naval Academy flyers is now too low.

Q. 24. How many graduates of Annapolis are now flyers in the naval aviation? How many of these were active flyers during the war?

A. 24. Naval aviators: Total, 366; regulars, 54; temporary, 63; reserves, 249. Naval student aviators: Total, 53; regulars, 20; temporary, 20; and reserves, 13. The Navy had a very small aviation force at the outbreak of war; about 35 and all were active flyers, except where administrative duties prevented. The expansion required that all this small corps of officers be employed in some administrative work or in the commands of air stations at home and abroad.

Q. 25. Does the Navy specialize its advanced training of aviators on different duties (pursuit, observation, bombardment, etc.)?

A. 25. The student is first qualified as a naval aviator and masters the art of operating seaplanes. A selection is made from these and additional instruction given in the operation of land planes, in order to equip these for operating ship-board airplanes, specialization occurring when aviation expands. In war time with reserves, these reserves would be specialized due to lack of time and professional backwardness.

Q. 26. What relative importance do you place on these branches of aviation?

A. 26. For peace time, preparation of the naval air forces, the percentage with the fleet is about 32 per cent fighters, 32 per cent observation, 22 per cent torpedo and bombing, 14 per cent scouting and patrol. Ashore the stations are adapted to scouting and patrol. For war time, the war plan contemplates equipping all ships with about the same percentages. Our two-seater observation plane will be capable of fighting.

For a practical operation the percentage depends in general on what air force the probable enemy has, and then in particular depends upon a practical situation. Must have sufficient pursuit or fighters to control the air in any practical situation at sea, then the rest of carrying space given to torpedo planes and bombers. Each capital ship carries its own spotting plane and one fighter, and soon all other types will carry either one or the other.

Q. 27. Should an aviator in operating over the water be fundamentally a naval officer? If yes, doesn't this apply only in observation aviation?

A. 27. Emphatically yes. A man professionally qualified as a seaman and an experienced naval officer is needed.

Q. 28. If you were in a hard fight in the air over the water, wouldn't you rather be fundamentally an aviation officer with your life work aviation?

A. 28. Would rather be a better fighter in a better plane than my opponent and get the breaks. All naval aviators consider themselves fundamentally aviators. The fundamentals are knowledge, skill, bravery, esprit de corps, loyalty, and these the Navy possesses to a greater degree than any other branch, military or civilian.

Q. 29. Do you think we should have an academy for aeronautics similar to the Military Academy and the Naval Academy?

A. 29. We train Navy officers at Annapolis and then make our specialists in our schools and in practical work at sea and ashore. Granted a united air service, such an academy would be essential for training flyers to be military officers.

Q. 30. Have any other countries such an academy?

A. 30. None known of.

Q. 31. How many of our flyers have chosen to go back to the line of the Navy or the line of the Army on their own application?

A. 31. Four or five.

Q. 32. Does the Navy allow a man to remain detailed in aviation if he so desires?

A. 32. Yes; provided he has the necessary sea duty and is proficient in aviation.

Q. 33. How much attention is being given to aviation in courses at Annapolis?

A. 33. Is being worked in in the technical subjects. The academy makes naval officers and moulds them in fundamentals of military character and discipline, in ordnance, engineering, navigation, which are all applicable to airships as much as they are to other ships and as much to aviation as it is to the steam or electrical or gas engineer, the ordnance officer or navigators. As aviation develops it may be desirable to teach every midshipman to fly or else establish an electric course in aviation for the last two years of the academy course.

Q. 34. Have we any courses for officers in training for higher commands in aviation?

A. 34. As soon as it becomes a practical operating part of the fleet such courses will be practicable. The Naval War College trains officers in high command and covers all forces and arms, including aviation, which is a live subject there. There is nothing fundamentally unusual or difficult in directing a military aviation force, and in the command of men operating material, and in operating material the Navy considers itself the most skilled and adept profession in the world with the longest experience and most successful results.

Q. 35. Does the previous Army or Navy training fit them any better for pursuit or bombardment work?

A. 35. Yes; so far as the Navy's concerned and should an amalgamated air service be found, a third college with a course of at least 4 years would be necessary to ground officers in a fundamental, technical, and scholastic education to develop military character, loyalty, and discipline. Such officers with troops make the difference between a modern army and a mob of armed men. The same will apply in the air.

Q. 36. Would the time which was spent in Army or Naval training in this case have been better spent in training in aviation for pursuit or bombardment?

A. 36. No; the same time must be spent in training military officers, no matter what material they handle. We educate boys there in fundamentals which they must get no matter whether they operate planes, balloons, battleships, submarines, destroyers, or carriers. (See 35.)

Q. 37. Isn't bombardment primarily dependent upon the accuracy of dropping, which in turn depends upon thorough training and practice?

A. 37. Yes; so far as merely releasing a bomb goes. Our bombers are better trained, we consider, than any others.

Q. 38. Why is a knowledge of military or naval tactics necessary or even of assistance in pursuit and bombardment?

A. 38. Such a question is that to be expected of a school boy. A war over the sea is won by a series of operations conducted by a highly organized scouting fleet of various forces followed by the defeat or immobilizing of the enemy by a battle fought in a main action by the battle fleet, then the applying of economic pressure. Coordination, cooperation, and a disciplined command of highly trained naval or seamen are necessary, all operating smoothly together, bringing about the winning of each mission of each force. Aviators at sea not part of and indoctrinated in every use of the fleet, and not part of it, would lead to a collapse of the effective use of air with the fleet and might bring disaster to the fleet. In the late war the fabric of the Navy was held together by the scattering of the professional Navy as a slender thread through every enterprise, and the professional naval officer's skill, loyalty, and solidarity of tradition, pulled the Navy through. Without that cooperation, loyalty and discipline and thorough knowledge of what was wanted, the whole campaign might have been a failure and a mess. Naval aviation itself suffered greatly by a lack of naval officers and only operated smoothly when sufficient men were supplied to hold the organization together, discipline and administrate it. Given such a corps initially it can be padded out in war time with reserves who can be specialized with short training in pursuit and bombardment.

Q. 39. What do you consider the principal mission of aviation? By this I mean what is its principal duty in war?

A. 39. See 1 and 2 for Navy.

Q. 40. Do you believe that in future wars the first engagement will be in the air?

A. 40. Over the sea, possibly; submarines more probably first, then scouts and possibly planes from scouts.

Q. 41. How much importance do you lay to the control of the air in hostilities?

A. 41. At sea depends upon a practical case—what types and kinds of aircraft have we, what has the opposing fleet. It is of the greatest importance and in the future may be vital.

Q. 42. Do you believe that after the first engagement of a war that pursuit, attack, and bombardment aviation should be concentrated with the service seeking the greatest decision over the enemy?

A. 42. In practice at sea always will be, so far as naval aviation is concerned. We expect to fight overseas. We carry all the naval aircraft we can get on ships and on carriers. The fleet is always concentrated to fight; minor engagements are avoided unless in superiority or in night attacks. Such elemental tactical principles known to you as result of your limited experience in land warfare have always been applied at sea. Surface ships like planes have great mobility, and we court-martial officers who neglect to get a concentration of available fighting arms at the scene of action.

Q. 43. Have we any tactical organization in the Army or Navy?

A. 43. Yes; but the tactical units existing do not permit yet of much sea training, due to lack of carriers and lack of proper types of planes.

Q. 44. Could we go to war with our present personnel and equipment?

A. 44. Yes; but it is inadequate, but is provided for in the war plans.

Q. 45. Is there a requirement which requires that aviation units be commanded by flying officers?

A. 45. Very desirable, provided officers of rank and experience, possessing qualities of leadership, are available. Command or leadership is not an art in which a mechanical specialist is necessarily efficient. We place in command men who can command, lead, and fight. We refer you to any standard publication on leadership.

Q. 46. The Army has such a requirement, has it not?

A. 46. Yes; but it may at present not be desirable.

Q. 47. Has the Navy recommended such a requirement?

A. 47. No; for obvious reasons.

Q. 48. What percentage of officers in aviation in the Navy are flyers?

A. 48. Have 419 aviators and student aviators and 117 ground officers, and 95 staff officers (doctors, paymasters, civil engineers, etc.).

Q. 49. Do you think it would be preferable to have all aviation personnel trained in a central school up to a certain point where specialization for Army and Navy observation work was required, and then hand them over to one of those establishments for specialized training?

A. 49. Is practicable, but whether preferable depends upon the character of the school. Unless the student at some time acquires a fundamental naval training in naval character, discipline, and loyalty and an extensive sea knowledge and knowledge in naval practice, strategy, and tactics we will have a hybrid who may be a menace to the sea forces.

Q. 50. Do you believe that aviation as an offensive arm will be developed as rapidly under the present system under the Army or Navy as it would be under separate authority by an air officer?

A. 50. So far as use at sea goes, a separate air force will be a drag on the effective use of aircraft at sea and would impair the national defense at sea.

Q. 51. What country do you consider the better equipped for concentrating an air force over land and what country over water? What is the organization of each country?

A. 51. This question we assume is to indicate that Great Britain, who has a separate air force, could make a concentration in the Channel or near home waters. If Great Britain was at war with us and had her present capital ship superiority, she would conduct an offensive war. There would be at sea with the British fleet such aviation forces as are now attached to it. The Royal Air Force would be at home and would remain there until the British fleet could defeat ours or get a base near us or could immobilize our fleet.

Q. 52. Do you consider the organization in England to be a success?

A. 52. Not so far as the Navy is concerned, and as the proper weight has not been given to the various branches it may be considered a failure.

Q. 53. What are the reasons and authorities?

A. 53. Quotations from the "Army Air Service Information."

## (a) A SINGLE AIR SERVICE.

In a letter to Maj. Gen. Chas. T. Menoher, chief of the air service for the War Department, Gen. Pershing on January 12, 1920, took a very decided stand against the single air service. "A military air service" he said, "is an essential combat branch and should form an integral part of the Army," adding that it should "be separate only in the same way that infantry and field artillery are separate."

## (b) JELICO SAYS AIRCRAFT AND SUBMARINE HAVE NOT SUPPLANTED THE CAPITAL SHIP.

Canterbury, New Zealand, March 5, Admiral Jellico, speaking before the local branch of the Navy League, declared that the day of the capital fighting ship has not passed.

"There is considerable argument," he said, "as to whether the capital ship is dead and whether submarines and aircraft will supplant surface ships, but whatever happens sea communications must be secured and for many years to come they are bound to be carried on by ships that float on the sea."

## (c) BATTLESHIPS ARE BETTER THAN AIRSHIPS IN WARFARE.

The above is the opinion of Rear Admiral Mayo, expressed in his recent address before the Public Ledger Forum, and the following excerpts are taken from an article in the Philadelphia Public Ledger March 5, 1921:

"A strong argument against reduction of armament by this country and refutation of the idea that seaplanes will render battleships useless were uttered last night by Henry T. Mayo, rear admiral of the Navy.

"Admiral Mayo was commander in chief of the Atlantic Fleet during the war. He gave a comprehensive account of the part it played during that period.

"He said: 'I would like to see the United States go the limit in the matter of the armament, if nations could be as safe without armaments as you are without a gun in the streets of your city. But national distrust continues, and until it is past armaments must continue.

"'Battles cost more than battleships. Tribute costs more than taxes, and a little Navy is a dangerous thing.'

"As to the superior effectiveness of airplanes over battleships Admiral Mayo admitted that he was one of those conservative old cranks who think that battleships are not dead yet."

"He said, 'I do not believe that we have reached the point where a bomb will destroy a battleship. It won't go through our armor plate nor will it destroy turrets. The chief of the Air Service says that his planes can drop bombs on battleships without any trouble.'

"The admiral said that he was not one to underestimate the danger of aviation forces in naval warfare and that Congress should be influenced to give ample funds to aid in developing that branch of the service."

## HOPE FOR NAVAL AVIATION.

[Clipping from Naval and Military Record, December 15, 1920.]

We learn on good authority that important changes in the status and administration of the Royal Air Force are pending. In referring to this branch the chancellor of the exchequer said that strict economy would be enforced in its administration, and that "the position and function of the air force will be examined in relation to the army and the navy." It is no secret that the existing arrangement, under which the air force is run by the military powers that be, has proved entirely un satisfactory, as we always predicted it would. The naval flying service during the past eighteen months has been grossly neglected, the laying up of fleet aircraft carriers, owing to shortage of personnel, having given the war office a welcome excuse for withholding essential supplies from the navy. So far as the development of aerial scouting, fire control, and torpedo work is concerned, we have not perceptibly advanced beyond the stage that was reached in 1919. *Unless the whole system of air administration is drastically modified naval aviation will become a fiasco.* It was an egregious blunder ever to permit the air force to degenerate into a mere subdepartment of the war office, and the grave consequences that Gen. Seely foretold have all come to pass. Fortunately, as we have said, there are signs that a change is in contemplation. We understand that the placing of the air ministry on a footing of complete independence has been agreed to in principle by the cabinet. Should this be confirmed a sigh of relief will go up from the navy, which has long been puzzled at the failure of the admiralty to oppose with all its energy a system so fatal to the development of naval air power.

## STATEMENT OF GEN. PERSHING.

Pershing expressed himself on January 12 of last year as follows with regard to ability of a united air service:

at a loss to understand how my opinion on the question of a separate air service expressed at the joint meeting of the Senate and House Committees on Military Affairs could be misinterpreted. In those hearings and on many other occasions I expressed my view that the air service for military purposes should be a part of the Army. I urged, of course, the very great necessity for developing it in a commercial way and for other than military purposes as an invaluable aid to military preparation in time of peace.

At the joint meeting of the Military Affairs Committees I indicated my belief in cooperation and coordination between the different departments of the Government using airships might well be obtained, and, in fact, that such coordination is essential to the development of aviation. The question of coordinating the development of aviation is, of course, an entirely different matter from the propounding away from the Army this air service and establishing a department of aviation independent of the control of the War Department.

I am very glad to answer the questions you asked in your letter specifically, and in my answers below the same headings that you gave your questions.

1. No air forces can ever be efficiently trained nor operated without an air force. An air force, acting independently, can of its own account neither win a war at any time, nor, as far as we can tell, at any time in the future.

2. An air force by itself can not obtain a decision against forces on the ground.

3. A military air force is an essential combat branch and should form an integral part of the Army.

4. It is necessary to be expected, the military air force must be controlled in the same manner and understand the same discipline, and act in accordance with the Army command under exactly the same condition as other combat arms.

5. An air force, as well as all other branches of the military organization, must fully understand its exact functions in working with other branches, must know the needs of other branches, be in full sympathy with them, think in the same military atmosphere, and have the same esprit de corps in order that effective battle control may be secured.

6. An air force can realize the above conditions unless it be an integral part of the Army, and not only during battle, but also during the entire period of doctrinal training. To realize these conditions the different arms of the service must live together and work together.

7. An air force should be established as a separate arm of the service, coordinate with the Infantry, Cavalry, and Artillery.

8. An air force should not be established as a combatant force distinct from the Army and Navy."

9. Are you satisfied with the present cooperation among the Army and Navy aviation activities in the United States?

10. No; because propaganda is being waged for a separate air service, thereby disrupting the cordial feeling and goodwill which is necessary to insure cooperation among any organization. Commercial aviation and Federal laws for flying should be established at once.

11. What are the best means of bringing the United States to the foremost air power in the world?

12. Encouragement by Congress. Money, tending to business, industry, and cooperation by airplane manufacturers and among governmental departments. Experience and training.

13. What would you recommend in the way of an organization of the Army and Navy which would assure us the best development of aviation, considering, of course, our present organization and equipment?

14. Navy organization will be assured by passage of bureau of Naval Aeronautics. Army cooperation is assured by joint board and aeronautical board. Army operations are with the fleet or, in general, remote from Navy operations and development. There is no lack of

cooperation at present so far as the Navy is concerned. commercially would be furthered by the creation of a division of aeronautics in the Department of Commerce to control, regulate and further flying. Bill is now before Congress and should be passed.

The growth of the aircraft industry in the United States is progressive and healthy, and it is expanding and growing as the economic conditions, so far as they are affected by the Government of air transportation, permit.

The recent collapse of civil and military aviation in Great Britain illustrates the result of an unhealthy growth. The recent collapse of the Government-run railroad service in this country as shown by the United States Government is another lesson in point.

Congress should help, encourage, but will not, and should not subsidize any industry except such help as is afforded indirectly by military expenditures unless that industry makes a nearly equal and accurate return to the welfare and economic life of the Nation. This rule is observed in governments, either the government or the industry eventually collapses.

The postal service of this country has always been subsidized only as the economic conditions of the population require. In a similar manner, the subsidy of a mail and freight steamship company brings a direct revenue into the country. Such can not yet be said of the case in the air, but it is certainly an omen for good fortune. The first commercial venture of importance in air navigation in this country should be under the auspices of the Post Office Department.

The worst enemies of aviation are in its own ranks. The aircraft industry is developing and expanding faster than any means of transportation yet devised by man, except the automobile, to which it is allied in character of propulsion. To date expense restricts its commercial use.

Its military adaptiveness has resulted in healthy competition between the Army and Navy and a healthy growth of aircraft factories. Still mistrust and the barrage of misinformation relative to the aviation activities of the Government has been thrust upon Congress and the public by adherents of aviation.

A fiasco similar to that which has occurred in Great Britain may be the result of a forced draft development of aviation irrespective of economic needs, and this to the detriment of either military or commercial aviation. No economic return being possible, a heavy drain on the country's finance would meet with a reaction. The collapse of aviation activities or of the Government itself is not far off. This is occurring in England to-day. It has occurred in the railroad industry of the United States. Such collapses are inevitable where huge expenditures are not justified by their return to the economic life in a nation.

Q. 57. What are the results shown by the bombing of the *Indiana*?

A. 57. The usual local damage that occurs when a large explosive is exploded on light decks. In this connection capital ships were built to take the pounding of heavy guns and explosions for long hours. The battle circuits, battle lighting communications gear, control, etc., is placed on capital ships below the protection of the deck except when armored tubes lead up from it to turrets covering the main battery, etc. The Navy has always known the upper works of capital ships would be shot or blown off. The *Indiana* experiments were planned to show this.



to determine the effect of underwater explosives of bombs near a vessel, or of the effect of such explosives on light decks. Such experiments have taken place with thin-walled shell before.

Q. 58. Will aerial bombardment be a serious weapon against sea-craft?

A. 58. With development, yes; against present types; but development will result in modification of these types to meet it. Defense keeps but one pace behind offense. The late war caught the submarine defense lagging. Such an occurrence should be avoided with the airplane.

Q. 59. Can aviation sink the present-day capital ships?

A. 59. Given an anchored capital ship without antiaircraft guns or counterair defense, given unlimited bombs, a base to operate from, sufficient time, good weather—yes. Vary those factors and we reach with any combination of them a no answer.

Q. 60. What are we doing in procuring airplane carriers?

A. 60. We hope to get two fast carriers, at \$26,000,000 each, in the 1922 act now before Congress. The carrier *Langley* will be completed this summer, the aircraft tender *Wright* later. The *Langley*, however, is a makeshift for use with the fleet in battle, due to speed and size.

Q. 61. Have appropriations been requested for fast carriers of up-to-date designs?

A. 61. Yes. (See 60.)

Q. 62. Are we planning to develop pursuit ships for these carriers sufficient to meet any opposing ships we may expect to encounter over the water?

A. 62. Yes. We are planning to develop pursuit, bombardment, torpedo, spotting, and scouting units to be used from ships. (See 1, 2, and 3.)

Q. 63. Will we have sufficient personnel properly trained for these carriers?

A. 63. Yes.

Q. 64. Would the Army be called on to furnish any personnel for these carriers?

A. 64. No present need seen. Since our Navy was first formed to secure the national defense of this Republic it has been able to provide its own personnel, perform its missions, and secure and safeguard the national existence time and again without assistance, although frequently contributing to the success of other arms.





[No. 127.]

**ARMOR, ARMAMENT, AND AMMUNITION FOR AIRPLANE  
CARRIERS.**

**NAVY DEPARTMENT,**  
Washington, August 1, 1921.

MY DEAR MR. BUTLER: Referring to your recent queries as to the cost of the armor, armament, and ammunition for airplane carriers of the latest approved characteristics, the following information is furnished:

Estimated cost armor and armament per ship.....	\$3,900,000
Estimated amount required to be appropriated for the first year under "Increase of Navy, armor and armament".....	1,300,000
Estimated cost of ammunition per ship.....	1,300,000
Estimated amount required to be appropriated for the first year under "Increase of the Navy, ammunition".....	400,000
Total cost per ship.....	5,200,000
Total amount required for first year.....	1,700,000

These estimates include the cost of the torpedoes, bombs, guns, and ammunition of the aircraft accompanying the ship.

Very respectfully,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

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[No. 127]

FOR ARMAMENT AND AMMUNITION FOR AIRPLANE  
CARRIERS

NAVY DEPARTMENT

Washington, April 1, 1911.

It has been determined that the cost of the armament and ammunition for the various types of aircraft is so great that it is necessary to make a special provision for the same.

The following table shows the estimated cost of the armament and ammunition for the various types of aircraft for the year 1911.

Type of Aircraft	Estimated Cost
1. Bombers	\$1,000,000
2. Fighters	\$500,000
3. Reconnaissance	\$250,000
4. Observation	\$125,000
5. Transport	\$62,500
6. Miscellaneous	\$31,250
Total	\$2,000,000

[No. 128.]

**EXEMPT ALL EXCHANGES OPERATED FOR ARMED FORCES  
FROM TAXES.**

(H. R. 8042.)

**NAVY DEPARTMENT,**

Washington, July 25, 1921.

DEAR MR. BUTLER: I inclose herewith draft of a bill to exempt exchanges in the military service from the collection and payment of taxes under the revenue act of 1918.

Exchanges are instrumentalities of the Federal Government conducted for the benefit of the enlisted man. Their purpose is well set forth in the following paragraphs of the Marine Corps exchange regulations:

"The purpose of the Marine Corps exchanges is primarily to supply enlisted men at reasonable prices with articles necessary for their comfort, and convenience not supplied by the Government, and, ordinarily, through profits, to afford means for recreation and amusement."

"The exchange is instituted and maintained for the benefit of the enlisted men, and this principle will be kept in view at all times and in all circumstances."

"The profit from sales is used for the benefit of enlisted men by means of recreation and amusement, such as games, pictures, libraries and reading rooms, promotion of athletic sports, etc., the exchange having somewhat the nature of a welfare institution."

"As a Government agency, established under the regulations of the Government, and operated by officers of the Government, it is believed that exchanges should be subject to Federal taxation, and therefore have the honor to request that a bill be introduced embodying the lines suggested in the inclosed draft."

Very sincerely,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

THOMAS S. BUTLER,  
*Chairman Naval Affairs Committee,  
House of Representatives, Washington, D. C.*

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[H. R. 8042, Sixty-seventh Congress, first session.]

Exempting all exchanges operated for the armed forces of the United States from taxes coming under the provisions of the revenue act of 1918.

As passed by the Senate and House of Representatives of the United States of America in assembled Congress, That hereafter all exchanges operated for the armed forces of the United States shall be exempt from the levying, assessing, collecting, and paying of taxes coming under the provisions of the revenue act of 1918 (an act to provide for other purposes, approved February 24, 1919).

[No. 122]

EXEMPT ALL EXCHANGES OPERATED FOR ARMY FORCES  
FROM TAXES.

(H. R. 3042)

NAVY DEPARTMENT

Washington, July 25, 1911.

DEAR MR. BOTCHER: I inclose herewith draft of a bill to exempt exchanges in the military service from the collection and payment of taxes under the revenue act of 1913.

Exchanges are instrumentalities of the Federal Government conducted for the benefit of the enlisted man. Their purpose is well set out in the following paragraphs of the Marine Corps regulations:

The purpose of the Marine Corps exchange is primarily to supply enlisted men at reasonable prices with articles necessary for their comfort and convenience not supplied by the Government. Exchanges are instituted and maintained for the benefit of the enlisted man, and this principle will be kept in view at all times and in all circumstances.

The profit from sales is used for the benefit of enlisted men by providing means of recreation and amusement such as games, pictures, libraries and reading rooms, promotion of athletic sports, and the exchange having conducted the nature of a welfare

[No. 129.]

**EXECUTIVE COMMUNICATION NO. 195.**

(H. R. 8039.)

**Redistribute Number of Officers in Supply Corps of the Navy.**

**NAVY DEPARTMENT,  
Washington, July 18, 1921.**

**DEAR MR. SPEAKER:** I have the honor to invite your attention to the serious shortage in the Supply Corps of the United States Navy, and to respect to pay directors with the rank of captain and pay inspectors with the rank of commander.

In attempting to make a redistribution of these officers as between land duty and sea duty it is found necessary to assign junior supply officers to places of financial and administrative responsibility, which in the best interests of the service require officers with rank more commensurate with such duty.

It is also found that officers who would be eligible for promotion to pay directors and pay inspectors would not receive any undue pre-  
judice by such promotion, for all of them are now far behind their  
senior officers of equal service in the other corps of the Navy. In fact,  
many of the officers of the Supply Corps, which made such a splendid  
record in the war, have received no promotion whatever during or  
since that emergency, and opportunity should be offered to provide  
for necessary pay directors and pay inspectors in order to afford an  
adequate opportunity of advancement, which is essential to the  
efficiency of the service. The expense involved thereby is small.

It is therefore recommended that the paragraph in the act of  
August 29, 1916, which reads as follows:

“To have half pay directors with rank of rear admiral to four pay directors with the rank  
of captain, to eight pay inspectors with the rank of commander, to eighty-seven and  
one-half in the grades below pay inspector.

It is recommended to read as follows:

“To have half pay directors with the rank of rear admiral to six pay directors with the  
rank of captain, to twelve pay inspectors with the rank of commander, to eighty-one  
and one-half in the grades below pay inspector.

As far as can be ascertained the above amendment, if enacted, will  
not give the Supply Corps any advantage over other corps for years  
to come, but if in the judgment of your committee it is deemed  
desirable to provide only for the temporary increase in the percentages  
for pay directors and pay inspectors, the same could be accom-  
plished by the addition of the following proviso to said proposed  
amendment:

“Provided, That after January 1, 1923, no vacancies as pay directors with the rank  
of captain and pay inspectors with the rank of commander shall be filled until the  
percentages have been reduced to those authorized by the act of August 29, 1916.





**THREE ITEMS OF LEGISLATION RECOMMENDED BY THE  
NAVY DEPARTMENT.**

(H. R. 8040, 8041, 8043.)

**NAVY DEPARTMENT,**

**Washington, July 29, 1921.**

**MY DEAR MR. BUTLER:** I inclose herewith drafts of three items of proposed legislation which I have the honor to suggest be introduced in Congress, as follows:

1. Hereafter the appropriation maintenance, Quartermaster's Department, Marine Corps, shall be available for the purchase of civilian outer clothing, not to exceed \$15 per man, to be issued when necessary to men discharged for bad conduct, undesirability, unfitness, or inaptitude.

2. Hereafter, under such regulations as may be prescribed by the Secretary of the Navy, officers of the Marine Corps accountable for public moneys may intrust such moneys to other officers for the purpose of having them make disbursements as their agents, and the officers to whom the moneys are intrusted, as well as the officers who intrusted such funds to them, shall be held pecuniarily responsible therefor to the United States.

3. Hereafter transportation in kind shall be furnished by the United States for the dependents of officers and enlisted men of the Navy and Marine Corps, in accordance with section 12 of the act of May 18, 1920 (41 Stat., 604), at such times and under such regulations as the Secretary of the Navy may prescribe.

If enacted into law the first provision will place the Marine Corps on a footing with the Army and Navy with regard to the procurement of civilian clothing for men discharged otherwise than honorably, authority to purchase such clothing having been given both the Army and Navy in appropriation acts for the current year.

The exigencies of the service make it necessary for Marine Corps officers to intrust public moneys to other officers for the purpose of having them make disbursements as their agents; for example, disbursing officers on duty with expeditions in the field are required to advance funds to small units operating away from their base of supplies where it is impossible for such units to carry provisions or to make purchases for credit. At the present time the disbursing officer is not only accountable but wholly responsible for such moneys. The suggested legislation would make both the disbursing officer and the agent officer pecuniarily responsible to the United States.

The act of May 18, 1920, provides that when any commissioned officer, etc., is ordered to make a permanent change of station the United States shall furnish transportation in kind to his new station for wife and dependent children. The Comptroller of the Treasury has held that "when" as here used means "at the time" and that a delay of more than 60 days in the ordinary case can not be allowed. The third item of legislation above proposed would allow the Secretary of the Navy to prescribe the time, etc., when the transportation may be furnished dependents.

The inclosed drafts have been prepared both in the separate bills and in the shape of paragraphs for inclusion in an appropriation bill, etc.

Very sincerely,

THEODORE ROOSEVELT  
Assistant Secretary of the Navy

Hon. THOMAS S. BUTLER,  
Chairman Committee on Naval Affairs,  
House of Representatives.

[H. R. 8040, Sixty-seventh Congress, first session.]

A BILL Regarding officers of the Marine Corps accountable for public moneys, and for

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled,* That hereafter, under such regulations as may be prescribed by the Secretary of the Navy, officers of the Marine Corps accountable for public moneys may intrust such moneys to other officers for the purpose of making disbursements as their agents, and the officers to whom the moneys are so intrusted, as well as the officers who intrusted such funds to them, shall be held responsible therefor to the United States.

[H. R. 8041, Sixty-seventh Congress, first session.]

A BILL Regarding clothing for discharged men in the Marine Corps discharged for bad conduct or other purposes.

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled,* That hereafter the appropriation maintenance, quarters, and other allowances of the Marine Corps, shall be available for the purchase of civilian clothing for discharged men, not to exceed \$15 per man, to be issued when necessary to men discharged for bad conduct, undesirability, unfitness, or inaptitude.

[H. R. 8043, Sixty-seventh Congress, first session.]

A BILL Furnishing transportation for dependents of officers and enlisted men of the Navy and Marine Corps under certain considerations.

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled,* That hereafter transportation in kind shall be furnished to the dependents of officers and enlisted men of the Navy and Marine Corps, in accordance with section 12 of the Act of May 18, 1920 (Fifty-first Congress, page 604), at such times and under such regulations as the Secretary of the Navy may prescribe.



**TO AUTHORIZE THE SECRETARY OF THE NAVY TO DISPOSE  
OF CERTAIN LANDS.**

[H. R. 8083.]

**NAVY DEPARTMENT,  
Washington, D. C., July 30, 1921.**

**MY DEAR MR. BUTLER:** After a careful survey of the various properties comprising the Naval Establishment it is ascertained that there are several naval reservations, acquired in many instances a long time ago, that are not at present being used and for which the department can perceive of no future need. It is believed, therefore, that in the interests of economy these obsolete reservations should be sold and the proceeds turned into the Treasury. As all of these properties were acquired prior to April 6, 1917, under special acts of Congress appropriating the funds for the purchase thereof for the specific purposes named in the acts, the consent of Congress will be necessary for their sale.

A brief statement is given below showing the properties desired to be sold, the manner of their acquisition, and their present status, viz:

1. *Blythe Island, Ga.*—This reservation, containing about 1,100 acres, was acquired by deed dated October 26, 1857, for a consideration of \$130,000 pursuant to the act of January 28, 1857 (11 Stat. L., 156), authorizing the President to purchase a site for a Navy depot on Blythe Island, Ga., and to erect such buildings and make such improvements as may be necessary for the repair of United States vessels of war and afford refuge therefor, the sum of \$200,000 being appropriated for said purposes. No use whatever is being made of this reservation at the present time by the Navy, the same being in charge of a custodian. There is considerable timber on this island, chiefly pine, with some live oak.

2. *Frenchmans Bay, Me.*—The site for the establishment of a coal depot at this point was purchased under seven deeds dated May 10, 1900, for a total consideration of \$24,550, and equipment and structures to the value of several hundred thousand dollars erected thereon. This coal depot has not been actively used for some time and the reservation and coaling plant are now in charge of a custodian.

3. *Grovers Island, Ga.*—The whole of this island, containing about 350 acres according to the recitation in the deed, was purchased under deed dated December 19, 1799, for the sum of \$7,500, and apparently was acquired on account of the timber thereon. There is considerable pine on this island and some live oak of rather unusually good quality. The reservation is not now being used for naval purposes.

4. *Malden, Mass.*—The site for a naval niter depot at Malden, Mass., for the storage of niter was purchased under the provisions of the naval act of March 3, 1863 (12 Stat. L., 815). The deeds conveying this site to the United States bear date March 28, 1864, and recite a consideration of \$25,000. Several buildings were erected by the department and a stone sea wall constructed along the waterfront. The property was used for a number of years for the storage of potassium nitrate. This material was removed in 1912 and since that date the premises have been used from time to time for the storage of naval supplies. It is understood that all such supplies have now been removed and it is not contemplated to make any further use of the property.

5. *Rifle range, Puget Sound, Wash.*—The original site of this range was reserved from public lands by Executive order of the President dated June 13, 1902, setting aside 160 acres for the purpose. This was augmented by the purchase of additional

land authorized by the naval appropriation act approved August 22, 1912, amounting \$7,000 therefor, this property being 11 miles in the interior and reaching a mud road, is inaccessible for a considerable portion of the year and as hauling supplies is very great it is desired to discontinue the use of this it is hoped that the present clause before Congress will be enacted giving a range which can be utilized by the Marine Corps.

6. *Sacketts Harbor, N. Y.*—The naval station was established at this property acquired under two deeds in 1814 and 1815 for the sum of \$4,425. Additional land was purchased in 1847 for \$2,500. A portion of this property was given over for the use of the Naval Militia of the State of New York in 1914, and for the use of additional parts of the station being given from time to time. After the passage of the naval act of July 1, 1918, repealing all provisions relating to the Naval Militia embodied in prior acts, the department advised the Governor of the State of New York that the use of this station by the Naval Militia should no longer be continued. In March, 1920, a lease agreement was executed between the State of New York and the United States for lease to the State of certain lands and other facilities at the naval station, Sacketts Harbor, N. Y. The State of New York uses these facilities and buildings in connection with training Naval Militia of the State of New York. There is a civilian caretaker in charge of the property which is still under naval control.

7. *Washington, D. C.*—The old naval hospital located at the corner of Pennsylvania Avenue and Ninth Street SE., Washington, D. C., comprises about three acres, an acre, one-half of which was purchased in 1821 and the remainder in 1865, for a consideration being \$7,819.50. It is understood no use is now being made of the property and it is no longer required for naval purposes. The property is surrounded by brick buildings, walks, grass, and trees.

In view of the foregoing I have the honor to request if you deem such action not inappropriate, that the necessary authority be given for the disposition of the properties described above. For the convenience of the committee there is inclosed a draft of a measure which it is believed will be sufficient for the purpose. Attention is called to the provision in said draft restricting the sale of properties of the Government those not needed by any other branch of the Government.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

[H. R. 8083, Sixty-seventh Congress, first session.]

A BILL To authorize the Secretary of the Navy to dispose of, by sale or otherwise, certain lands and improvements thereon, that are deemed by him to be no longer required for naval purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be, and he is hereby authorized, in his discretion, to dispose of, by sale or otherwise, in such manner and on such terms as he may deem expedient, such lands or portions thereof, or improvements thereon, in the vicinity of Blythe Island, Georgia (Navy depot); Frenchman's Bay, Maine (coal depot); Grovers Island, Georgia (timber reserve); Malden, Massachusetts (naval niter depot); Puget Sound, Washington (rifle range); Sacketts Harbor, New York (naval station); and Washington, District of Columbia (old naval station) acquired for naval purposes, with the improvements thereon, that are deemed by him to be no longer required for such purposes and are not required by any other branch of the Government: *Provided,* That the Secretary of the Navy be, and he is hereby authorized to execute all necessary instruments to accomplish the purposes aforesaid, and all moneys received from the disposition of such property shall be paid into the Treasury as "miscellaneous receipts." The Secretary of the Navy shall make a Report to Congress of the final disposition of the property aforesaid.



[No. 132.]

**GARNET A. SYLVESTER.**

(H. R. 7776.)

**DEPARTMENT OF THE NAVY,**  
Washington, August 2, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

Y DEAR MR. CHAIRMAN: Replying further to the committee's  
er of July 16, 1921, inclosing a bill (H. R. 7776) "To correct the  
al record of Garnet A. Sylvester," and requesting the views and  
mmendations of the department thereon, I have the honor to  
rm you as follows:

he records of this department show that Garnet A. Sylvester  
sted at the Navy recruiting station, Ishpeming, Mich., on Jan-  
r 15, 1918, in the rating of apprentice seaman, to serve for the  
ation of the war. On May 18, 1918, he qualified by examination  
and was rated, seaman second class. On October 9, 1918, while  
ched to the U. S. S. *Terry* he left his ship at Queenstown, Ireland,  
out leave from proper authority, for which he was tried by sum-  
y court-martial on December 12, 1918, found guilty, and sentenced  
e discharged with a bad-conduct discharge. On January 7, 1919,  
was discharged from the naval service with a bad-conduct dis-  
ge in accordance with the foregoing sentence of the summary  
t-martial.

he purpose of the bill (H. R. 7776) is to give him the status of  
ing been honorably discharged from the United States Navy  
n January 7, 1921.

he above entries in this man's service record are entries of fact  
e at the time they occurred and, in the absence of a clear showing  
they are erroneous, there is nothing in his record which merits  
special consideration which would be given him by the enact-  
t of the proposed bill.

is therefore not recommended that the bill (H. R. 7776) be  
cted.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

1881

GARRET A. SYLVESTER

U.S. NAVY

DEPARTMENT OF THE NAVY

WASHINGTON, D.C.

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[No. 133.]

**WARRANT OFFICERS.**

(H. R. 7828.)

**DEPARTMENT OF THE NAVY,**  
Washington, August 4, 1921.

CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's of July 19, 1921, inclosing a bill (H. R. 7828) "For the relief of chief warrant and warrant officers of the United States Navy Marine Corps who were called into active service during the war in Germany and promoted," and requesting the department's thereon, I have the honor to inform you as follows:

The expansion of the service during the World War required a temporary increase of large proportions in the number of officers. At the termination of the emergency the service was reduced to the number actually deemed necessary on a peace basis and the number of officers was necessarily decreased accordingly. Those officers who had been temporarily advanced to higher grades and whose services were no longer needed reverted to their permanent status in the lower grades. This rule was universal and was applied to officers on the active list as well as to those on the retired

The proposed bill, if enacted into law, would give to retired chief warrant and warrant officers of the naval service a permanent status on the retired list in accordance with the higher rank held by them during the temporary emergency of the World War. The department does not believe that such special favor should be extended to commissioned chief warrant and warrant officers on the retired list, if at the same time it can not be extended to commissioned chief warrant and warrant officers on the active list. It is obvious that it would be impracticable, if not impossible, to extend the provisions of the proposed bill to officers on the active list.

In view of the foregoing, the department recommends that the proposed bill (H. R. 7828) be not enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*





[No. 134.]

## INCREASING LIMIT OF COST OF CERTAIN SHIPS.

(Section 10 of H. R. 7864, Sixty-seventh Congress, first session.)

### NAVY DEPARTMENT,

Washington, August 2, 1921.

DEAR MR. BUTLER: In connection with the proposed amendment increasing the limit of cost of certain battleships now practically completed, I desire to inform you that a request for an increase of these limits was submitted to Congress at the last session, and a provision similar to the amendment now before you was incorporated in a regular bill which failed to pass.

In view of the time which, under the conditions existing, would elapse before Congress could pass on the matter, it seemed evident in March that the limits of cost would be reached in the case of battleships Nos. 44 and 46, the *California* and *Maryland*, before legislative action.

These two vessels were so far advanced that, practically speaking, the only thing to do with them was to complete them as promptly as practicable.

As we have suspended work on vessels so nearly completed would be added to a very considerable increase in their ultimate cost, with no advantage to the Government corresponding to the additional money so spent.

Consequently, after carefully considering the situation, and in accordance with the advice of my subordinates most directly concerned in the matter, the department decided that owing to the special conditions existing work on the *California* and *Maryland* should be continued, and orders to that effect were given.

I desire to make it clear that these were special cases and that the department's present policy and instructions are to stop work hereon on vessels before the limit of cost is reached.

Sincerely, yours,

THEODORE ROOSEVELT,

*Acting Secretary of the Navy.*

MR. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*





[No. 135.]

**PROVIDE FOR THE PAYMENT FOR CONTRACTS ENTERED  
TO BY THE NAVY DEPARTMENT WITH GOVERNMENT-  
OWNED ESTABLISHMENTS.**

(H. R. 7734.)

**NAVY DEPARTMENT,**  
Washington, D. C., August 10, 1921.

DEAR MR. BUTLER: Acknowledgment is made of your letter of August 13, last, submitting, for the views and recommendation of the Department, H. R. 7734, a bill "To provide for the payment of contracts entered into by the Navy Department with Government-owned establishments."

On the date of May 4 last the Secretary sent a letter to Senator Butler on the same subject, of which a copy is transmitted herewith. It embodies the view and recommendation of the department on the pending bill.

It must be understood, further, that this authority does not relate to contracts made toward the end of a fiscal year but to all contracts which can not be completed within the fiscal year in which they are placed. In this connection attention is called to the following provision in the last naval appropriation act:

"No part of the moneys appropriated in each or any section of this act shall be used for the purchase or acquirement of any article or articles that at the time of the proposed acquirement can be manufactured or produced in each or any of the navy yards of the United States, when time and facilities permit, for a less cost than it can be purchased or acquired otherwise."

With regard to orders running over the fiscal year, where, as at present, the current appropriation will be charged if a private contract is made, while it is necessary to charge future appropriations for the orders are placed in navy yards, no true competition can be had. This is for the reason that the only lawful way to charge future appropriations is that payment be made subject to their approval by Congress, and if such a future appropriation should be made, the order to the navy yard could not be completed.

It is for this reason that the passage of this bill is important to the Government Establishment. Its passage is therefore recommended.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

**W. THOMAS S. BUTLER,**  
*House of Representatives, Washington, D. C.*

MAY 4, 1921.

MY DEAR SENATOR: The annual appropriations for maintenance of the Navy must be expended within the period covered by the appropriation, except that orders or contracts for the manufacture and delivery of material, when placed with commercial establishments, are chargeable, after delivery of the material and its acceptance, to the appropriation of the year within which the contract is made. This is necessary because payments can be made only upon delivery of material satisfying specifications, and unless such a provision exists, a deficiency might be created in the year succeeding that in which the contract was placed. Other good reasons for this procedure could also be given if it were deemed necessary to explain to you a well-established principle governing the annual appropriations.

Mr. Darrow, Representative from Pennsylvania, introduced in the House of Representatives an amendment to the naval appropriation bill, as follows:

*Provided, That all orders or contracts for the manufacture of material pertaining to approved projects for the Navy heretofore or hereafter placed with Government-owned establishments shall be considered as obligations in the same manner as provided for similar orders placed with commercial manufacturers, and the appropriations shall remain available for the payment of the obligations so created as in the case of contracts or orders placed by the Navy Department with commercial manufacturers.*

Under this amendment it would have been quite possible to charge work performed at Government-owned plants to the appropriation for the year in which the order was placed. At present, work at Government-owned plants is always paid for during the year in which the work was accomplished. From the department's point of view, the suggested amendment would make it possible to save money under certain circumstances and would not allow any increase in expenditure, and it is not seen how any increase in expenditure could be authorized by the provisions of the amendment.

Mr. Darrow, in the House of Representatives, cited an instance where the Bureau of Ordnance was unable to place an order with the navy yard, Washington, for certain 14-inch shell because the delivery of these shell would extend over a period of 13 months and the cost of them would be a drain upon the Ordnance appropriations for the coming year. As a result of this condition, an order for these shell was placed with private manufacturers at a price higher than the estimated cost if the shell had been manufactured at the navy yard, Washington. A similar instance occurred in the case of the conversion of the collier *Jupiter* into the airplane carrier *Langley*. Certain of the work was ordered by contract at a cost of several hundred thousands of dollars instead of being ordered completed at the navy yard. Whether or not the navy yard could have accomplished the work that is being done by contract at a decreased price, the authority to order this work at the navy yard would undoubtedly have expedited by several months the readiness of the *Langley* for service as an airplane carrier.

The additional difficulty introduced by the necessity of coordinating the work of the private contractor with that at the navy yard delayed the completion of the whole project. Perhaps a better job, and certainly a quicker one, would have been accomplished had it been practicable to order the navy yard to accomplish the entire project. This was impracticable in view of the lack of such a pro-

n of law as would be provided if the proposed amendment were  
ted.

short, from the point of view of the department, the intent of  
proposed amendment is to save money for the Government and  
pedite work.

Sincerely, yours,

EDWIN DENBY.

on. H. C. LODGE,  
*United States Senate, Washington, D. C.*

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[H. R. 7734, Sixty-seventh Congress, first session.]

To provide for the payment for contracts entered into by the Navy Department with Government-owned establishments.

*acted by the Senate and House of Representatives of the United States of America  
inress assembled, That all orders or contracts for work or material made, authorized,  
ered into by the Navy Department under authorization of law heretofore or here-  
placed with Government-owned establishments shall be considered as obliga-  
in the same manner as provided for similar orders placed with private con-  
rs, and appropriations for such work or material shall remain available for pay-  
therefor as in the case of contracts or orders with private contractors.*

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NAVY DEPARTMENT,  
*Washington, August 11, 1921.*

r DEAR MR. BUTLER: With regard to H. R. 7734, a bill "To  
ide for the payment of contracts entered into by the Navy  
rtment with Government-owned establishments," it appears  
a recent decision of the Comptroller of the Treasury, in consider-  
the similar law relating to the War Department, has held, in  
t, that that law does not extend the annual appropriations to the  
nt, with slight exceptions, of permitting a charge upon the  
ing appropriation for labor performed within the following fiscal  
. A copy of that decision is transmitted herewith.

ithout additional legislation it is permitted to place orders in  
r yards, and material necessary for the performance of such  
rs will be a charge upon the current appropriation if contracted  
before the end of the fiscal year. It is not so with labor, and if,  
he comptroller has decided, the present War Department act  
not give the desired relief, neither will H. R. 7734  
; it is this class of relief which the Navy Department especially  
res, I ask permission to withdraw the department's recommen-  
ons for the passage of the bill in its present form.

Sincerely, yours,

THEODORE ROOSEVELT.  
*Acting Secretary of the Navy.*

on. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

Comptroller Warwick to the Secretary of War, April 5, 1921:

I have your letter of the 28th ultimo requesting decision of a question presented by you, as follows:

The opinion of the Comptroller of the Treasury is requested as to whether funds appropriated under the act of Congress approved June 5, 1920, entitled "An act making appropriations for the support of the Army, and for other purposes," may be expended in the fiscal year 1922 for labor and material to complete approved projects which were required by a branch of the Army and ordered to be performed or manufactured at a Government-owned establishment when the order is placed and the funds therefor allotted prior to June 30, 1921.

The act of June 5, 1920, provides in part:

"That no part of the moneys appropriated in each or any section of this act shall be used or expended for the purchase or acquirement of any article or articles that at the time of the proposed acquirement can be manufactured or produced in each or any of the Government arsenals of the United States for a sum less than it can be purchased or procured otherwise."

The question arises from the following circumstances: Certain projects in connection with the aeronautical program of the Air Service, have been authorized by the Chief of Air Service and directed to be performed at McCook Field, Dayton, Ohio. All necessary funds therefor were allotted to the commanding officer, Engineering Division, Air Service, McCook Field. McCook Field is a Government-owned establishment, at which place all engineering experiments are conducted and tests of airplanes and airplane engines are made. These projects are being performed by the United States and not under contract with commercial organizations. Since the projects have been ordered, it is found that they can not be completed within the fiscal year, although it is probable that the necessary material may be secured prior to June 30, 1921.

In view of the authority of the act of June 5, 1920, which provides:

"That all orders or contracts for the manufacture of material pertaining to approved projects heretofore or hereafter placed with Government-owned establishments shall be considered as obligations in the same manner as provided for similar orders placed with commercial manufacturers, and the appropriations shall remain available for the payment of the obligations so created as in the case of contracts or orders with commercial manufacturers."

A decision is desired as to whether the funds so allotted will be available for both the purchase of material and the payment of necessary labor to complete the projects ordered prior to June 30, 1921.

The provisions of law quoted by you are found in 41 Stat., 975. If an obligation for materials to complete approved projects ordered to be manufactured at a Government-owned establishment is properly entered into within the fiscal year 1921, the appropriations properly available therefor made for that fiscal year may be used in the fiscal year 1922 for such purpose. Section 3690, Revised Statutes, is applicable. See in this connection 26 Comp. Dec., 1022.

If the labor employed in completing the projects under consideration is that regularly employed at the Government-owned establishments where the work is to be done, the appropriation for the current fiscal year may not be used in the fiscal year 1922 for its payment for work done in that fiscal year. Only in case the labor is employed solely for these particular projects and none other could the appropriations for the current fiscal year be used for its payment in the fiscal year 1922.

C

[No. 136.]

**AUTHORIZING THE SALE OF VESSELS AND MATERIALS  
OF THE NAVY.**

(H. R. 7992.)

**NAVY DEPARTMENT;**

Washington, August 8, 1921.

MY DEAR MR. BUTLER: Receipt is acknowledged of your letter of August 2, 1921, inclosing copy of bill H. R. 7992, authorizing the sale of vessels and materials of the Navy and requesting the views and recommendations of the department thereon. After due consideration of this bill, I desire to recommend that it be enacted.

Respectfully,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy*

JOHN THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

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[H. R. 7992, Sixty-seventh Congress, first session.]

A BILL Authorizing the sale of vessels and materials of the Navy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President is hereby authorized and requested, as soon as may be after the approval of this act, to sell such vessels and materials of the United States Navy as in his judgment are unsuited to the present needs of the Navy and which he shall deem it for the best interest of the United States to sell: *Provided*, that such sales shall be made under such rules and regulations and in such manner as the President may prescribe.

Sec. 2. That all existing laws or parts of laws in so far as they are inconsistent with the provisions of this act be, and the same are hereby, repealed.

40185—21—No. 136

(667)



OF THE NAVY.  
THORNING THE SALE OF VESSELS AND MATERIALS

NAVY DEPARTMENT,

Respectfully,

for Thomas S. Butler.

A Bill Authorizing the sale of various lands held by the State



[No. 137.]

INVESTIGATION OF APPROPRIATIONS AND EXPENDITURES  
AT THE NAVAL PROVING GROUND, INDIANHEAD, MD., AND  
HILGREN, VA., BY A SPECIAL COMMITTEE OF THE COM-  
MITTEE ON NAVAL AFFAIRS OF THE HOUSE OF REPRESENTATIVES.

SPECIAL COMMITTEE OF THE  
COMMITTEE ON NAVAL AFFAIRS,  
Monday, July 25, 1921.

The subcommittee this day met, Hon. A. E. B. Stephens presiding.

MEMBERS PRESENT: REAR ADMIRAL CHARLES W. PARKS, CHIEF  
OF BUREAU OF YARDS AND DOCKS, CAPT. J. W. GREENSLADE,  
SPECTOR OF ORDNANCE, IN CHARGE, COMMANDER E. H.  
DOUGLASS, SUPPLY CORPS, LIEUT. A. M. HINMAN, AND MR.  
WILLIAM R. JOHNSTON, CIVIL ENGINEER.

MR. STEPHENS. By whom was the dock built?

REAR ADMIRAL PARKS. It was built by the Bureau of Ordnance.

MR. STEPHENS. What was the probable cost of the dock?

COMMANDER DOUGLASS. \$46,407.

MR. STEPHENS. What was the cost of the main battery bombproof?

COMMANDER DOUGLASS. \$61,730.11.

MR. STEPHENS. How many bases have you here?

REAR ADMIRAL PARKS. Three bases for 8-inch gun fire now and 12, 14,  
and 16 inch bases have been started.

MR. STEPHENS. What was the cost of the laboratory?

COMMANDER DOUGLASS. \$46,690.66.

MR. STEPHENS. What was the cost of the small bombproof?

COMMANDER DOUGLASS. \$9,200.

MR. STEPHENS. How much has been expended on the unfinished  
line shop and what will the ultimate cost be?

COMMANDER DOUGLASS. To date \$39,845; I do not know how much  
more.

MR. STEPHENS. How much has been expended on the unfinished  
storehouse and what will the ultimate cost be?

COMMANDER DOUGLASS. \$71,406 to date; I do not know.

MR. STEPHENS. What was the cost of the railroad; and how many  
miles have you?

COMMANDER DOUGLASS. \$208,777; 4.7 miles.

MR. STEPHENS. What are those buildings [indicating]?

COMMANDER DOUGLASS. They are the original sets of officers'  
quarters.

MR. STEPHENS. How many are there?

COMMANDER DOUGLASS. Eight.

MR. STEPHENS. When were they built?

Commander DOUGLASS. In 1918.

Mr. STEPHENS. What was the cost?

Commander DOUGLASS. \$42,000.

Mr. STEPHENS. The eight buildings?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. What are those buildings [indicating]?

Commander DOUGLASS. They are temporary officers' quarters. They are now being used for the junior officers. Some civilians are going to move in, but none has moved in yet.

Mr. STEPHENS. What was the cost of the mess hall?

Capt. GREENSLADE. \$19,000. That comprises a gallery, mess hall, cold storage, and canteen.

Mr. STEPHENS. Are these two dormitories the same size and did they cost the same amount?

Capt. GREENSLADE. They are identical.

Mr. STEPHENS. What was the cost of each dormitory?

Capt. GREENSLADE. \$18,000.

Mr. STEPHENS. Were they built under contract?

Capt. GREENSLADE. No; by station labor.

Mr. STEPHENS. What is the number of rooms in each dormitory?

Capt. GREENSLADE. Thirty-three rooms.

Mr. STEPHENS. How many men will they accommodate?

Capt. GREENSLADE. Two enlisted men in a room; if a civilian, only one.

Mr. MUDD. What is that in the distance [indicating]?

Commander DOUGLASS. That is the wharf.

Mr. MUDD. That is where we landed?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. How much did it cost to build the recreation hall?

Commander DOUGLASS. \$10,619, incomplete.

Mr. STEPHENS. And the schoolhouse?

Commander DOUGLASS. \$20,015. A part of the machine shop was built under contract.

Mr. STEPHENS. How many rooms are there in this cottage [indicating]?

Capt. GREENSLADE. The same as in this cottage [indicating].

Mr. STEPHENS. What was the cost?

Capt. GREENSLADE. Eight or nine thousand dollars. I will not be sure; but that is fairly close.

Mr. STEPHENS. That is an unfinished dormitory?

Capt. GREENSLADE. Yes, sir.

Mr. STEPHENS. What is in the main battery?

Mr. JOHNSTON. Four 14 or 16 inch emplacements, major caliber guns, seven for minor caliber guns, with a bombproof which has 8-inch walls and a 20-inch roof of reinforced concrete.

Mr. STEPHENS. The cost of erection of the 46 cottages obtained from the Housing Corporation was \$67,000?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. They are used by civilians?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. What was the cost of the dormitory for the colored men?

Mr. JOHNSTON. There will be two, one three-family and five cottages.

- STEPHENS. What was the cost of the officers' quarters?
- BRITTEN. Approximately \$30,000?
- JOHNSTON. That is my recollection.
- HICKS. That does not include the furnishings?
- JOHNSTON. No, sir.
- STEPHENS. As to officers' quarters No. 2, how many rooms here in it and what is the estimated cost?
- Commander DOUGLASS. They are practically the same. In fact, ically the same, except that in one is twisted one way and one other. There are four rooms upstairs and a study, living room, g room and kitchen downstairs. They were built from exactly ame plans.
- STEPHENS. Across from officers' quarters No. 2 there are two rs' quarters of the Arcadia type and what is the estimated cost?
- Commander DOUGLASS. \$16,500 each.
- McCLINTIC. Who is to occupy this house?
- Commander DOUGLASS. The executive officer of the station, the tant inspector of ordnance.
- STEPHENS. Who is he?
- Commander DOUGLASS. Commander H. B. Green.
- STEPHENS. He is the assistant inspector of ordnance?
- Commander DOUGLASS. Yes, sir. He is in command because Greenslade is now living at Indianhead.
- STEPHENS. The commandant's house is two stories and an . It has 23 rooms and 2 sleeping porches. The sleeping nes are 24 by 12 feet. There are 5 baths in the house. In the there is a long room about 40 by 10 feet.
- BRITTEN. The plumbing cost \$2,200?
- Commander DOUGLASS. I can not tell you. I am only the supply r.
- STEPHENS. What did the labor and material cost?
- Commander DOUGLASS. \$41,200 up to July 1, 1921.
- STEPHENS. Can you tell us the cost of the furniture?
- Commander DOUGLASS. \$8,927.
- STEPHENS. Is the furniture in the house?
- Commander DOUGLASS. No; it is stored at Indianhead.
- STEPHENS. What is the estimated cost when finished?
- Commander DOUGLASS. On June 1 they had an estimate of \$12,000. nk it is about \$10,000.
- STEPHENS. About \$10,000 more?
- Commander DOUGLASS. Yes, sir. That will make a total of about 00; I think that was the original estimate.
- STEPHENS. Were you here—I presume you were—when the tect drew the plans?
- Commander DOUGLASS. No, sir. I think the architect was a man e Bureau of Ordnance, but the plans are right here.
- STEPHENS. Do you know what he estimated the cost to be?
- Commander DOUGLASS. In the first place it was estimated at t \$60,000.
- STEPHENS. By the architect?
- Commander DOUGLASS. I do not know whether it was the architect. member Capt. Lockey—I think there is correspondence about

Mr. STEPHENS. We want to know what the architect's of the cost was.

Commander DOUGLASS. I think I have that.

Mr. STEPHENS. Are you building this building under the architectural plan, or has that plan been changed?

Commander DOUGLASS. I can no tell you.

Mr. STEPHENS. I understand that the architectural plan, building was partially built, was changed?

Commander DOUGLASS. I can not tell you.

Mr. STEPHENS. If the plan was changed, of course, it the cost?

Commander DOUGLASS. I can not tell you.

Mr. STEPHENS. You have the entire cost of this building

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. And that includes the labor that you emp

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. Did any labor from Indianhead that was the Indianhead plant work here?

Commander DOUGLASS. Never.

Mr. STEPHENS. Did you use any lumber purchased at Indianhead and shipped to Indianhead on this building?

Commander DOUGLASS. Not a cent.

Mr. STEPHENS. Was any material ordered to Indianhead sent over here?

Commander DOUGLASS. It was sent over here, but trans my accounts.

Mr. STEPHENS. Which was purchased and furnished to Indianhead?

Commander DOUGLASS. Not for use here.

Mr. STEPHENS. Charged to Indianhead originally and shipped over here for use in building?

Commander DOUGLASS. No, sir.

Mr. STEPHENS. Any hardware?

Commander DOUGLASS. No, sir.

Mr. STEPHENS. Were any of the bolts, nuts, etc., furnished at Indianhead and charged up to Indianhead and then shipped over here?

Commander DOUGLASS. No, sir.

Mr. STEPHENS. You are sure of that?

Commander DOUGLASS. Absolutely.

Mr. STEPHENS. What is the size of that seaplane hangar?

Mr. JOHNSTON. One hundred and ten by one hundred feet by the enlisted men.

Mr. STEPHENS. At an estimated cost of how much?

Mr. JOHNSTON. I do not know.

Mr. STEPHENS. What are the tents for?

Mr. JOHNSTON. The tents are for the marine detachment and sailor detachment.

Mr. STEPHENS. How many are there?

Mr. JOHNSTON. Thirty-nine sailors and 18 marines.

Mr. STEPHENS. What are the sailors used for?

Mr. JOHNSTON. They run the boats, the subchasers, and also an aviation detachment.

Mr. STEPHENS. What are the marines used for?

Capt. GREENSLADE. As a guard for the buildings.

Mr. STEPHENS. How many marines?

Capt. GREENSLADE. Eighteen marines.

Mr. STEPHENS. What is this building [indicating]?

Mr. JOHNSTON. A temporary barrack.

Mr. STEPHENS. That building is about 270 feet long, one story, wood. Over here [indicating] are temporary barracks and a mess-hall; three buildings, two-story. How long?

Mr. JOHNSTON. About 150 feet long and 30 feet wide; three of them.

Mr. STEPHENS. The one-story temporary barrack is about 150 feet long?

Mr. JOHNSTON. Yes, sir.

Mr. STEPHENS. And about 20 feet wide?

Mr. JOHNSTON. About 25 feet wide.

Mr. STEPHENS. Do you know the cost?

Mr. JOHNSTON. No, sir.

Mr. STEPHENS. This is the administration building, a brick building, two stories and a one-story wing. How many rooms are there in this building?

Commander DOUGLASS. Four on each deck and one room.

Mr. STEPHENS. You have not any idea of the cost?

Commander DOUGLASS. Not now; I can furnish that.

Mr. STEPHENS. When was it built?

Capt. GREENSLADE. Nearly a year ago. At the time I came to the station it was finished.

Mr. STEPHENS. You can give us the cost of the building?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. How many employees have you here; I notice that you have a couple of girls?

Mr. JOHNSTON. About eight and one telephone operator.

Mr. STEPHENS. And how many civilians?

Mr. JOHNSTON. There is one in my office.

Commander DOUGLASS. And there are a few more.

Mr. STEPHENS. How many engineers, firemen, and employees have you on the railroad?

Commander DOUGLASS. Total, 27.

Mr. STEPHENS. How many locomotives?

Commander DOUGLASS. Two.

Mr. JOHNSTON. One and one dinkey. They go from the station to the Washington Navy Yard.

Mr. STEPHENS. How many cars have you?

Commander DOUGLASS. Indeterminate, Indianhead and Washington Navy Yard cars in constant use back and forth.

Mr. STEPHENS. How many officers have you located here?

Commander DOUGLASS. Ten.

Mr. STEPHENS. You are not here?

Commander DOUGLASS. No.

Mr. STEPHENS. You stay above?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. You can furnish us with the number of officers located here?

Commander DOUGLASS. Yes, sir. I am the supply, disbursing, and accounting officer for both places.

Mr. STEPHENS. Will you be transferred down here?

Commander DOUGLASS. No; I am stationed at Indianhead. I have three assistants here. I have charge of this place and Indianhead. I have three assistants here.

Mr. STEPHENS. Here are the recreation hall, the dispensary, the temporary library. When were they built?

Commander DOUGLASS. They were the first buildings put up here.

Mr. STEPHENS. You will furnish us with the cost of the ground and the cost of the power house?

Commander DOUGLASS. Yes, sir.

Mr. STEPHENS. What is that building?

Commander DOUGLASS. Temporary bachelor quarters. Originally the main officers' quarters.

Mr. STEPHENS. How many will that accommodate?

Commander DOUGLASS. Nine.

Mr. STEPHENS. What will be the estimated cost of that?

Commander DOUGLASS. I can tell you the cost for the accommodation \$3,500—but the rest is just temporary.

Mr. STEPHENS. You do not know what it cost?

Commander DOUGLASS. No, sir.

Mr. STEPHENS. Do you know the length of that building?

Mr. JOHNSTON. It is about 120 feet long and about 30 feet wide.

Mr. STEPHENS. With accommodations for how many?

Commander DOUGLASS. Nine.

Mr. STEPHENS. The water tower over the administration building was a contract job and cost about \$10,000?

Mr. JOHNSTON. Yes, sir.

Mr. STEPHENS. And you have a sewerage system?

Mr. JOHNSTON. Yes, sir. It is composed of three different drains which empty into the river. Then, we have a water supply system which supplies the entire station.

Mr. STEPHENS. Do you know the cost of the water supply?

Mr. JOHNSTON. No, sir.

Mr. STEPHENS. I notice that you keep two tugs here.

Commander DOUGLASS. One tug belongs to Indianhead, the other to this station.

Mr. STEPHENS. Does the other one belong here?

Lieut. HINMAN. Yes, sir.

Mr. STEPHENS. What other craft have you here?

Lieut. HINMAN. Two subchasers.

Mr. STEPHENS. What are they used for?

Lieut. HINMAN. On range work.

Mr. STEPHENS. How many men are employed on them?

Lieut. HINMAN. About eight or ten.

Mr. STEPHENS. Are there two engineers on each one?

Lieut. HINMAN. An engineer and oiler.

Mr. STEPHENS. On each one?

Lieut. HINMAN. Yes, sir.

Mr. STEPHENS. Is that all of the craft you have?

Lieut. HINMAN. Except the small craft.

Mr. STEPHENS. What are they used for?

Lieut. HINMAN. Used in towing and ferry service.

Mr. STEPHENS. What are they?

Lieut. HINMAN. Steam launches.

Mr. STEPHENS. What do you use them for?

Lieut. HINMAN. Different work. They are used for carrying  
res, etc.

Mr. STEPHENS. Where do you get the stores?

Lieut. HINMAN. Some in Washington and some at Popes Creek.

Mr. STEPHENS. How do you get them down?

Lieut. HINMAN. By boat and by train.

Mr. STEPHENS. How do you get them down by train?

Lieut. HINMAN. We ship from Bowie to Popes Creek or ship them  
on to Indianhead and have them transferred, or we can ship to  
Fredericksburg and have them brought in the mail truck.

Mr. STEPHENS. How far is Fredericksburg?

Lieut. HINMAN. About 35 miles.

Mr. STEPHENS. What is the nearest railroad?

Lieut. HINMAN. At Fredericksburg on this side.

Mr. STEPHENS. In Virginia, 35 miles distant?

Lieut. HINMAN. Yes, sir.

Mr. STEPHENS. What is the nearest railroad on the other side?

Capt. GREENSLADE. About 6 miles by water.

(Thereupon, the committee adjourned.)

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SPECIAL COMMITTEE OF THE  
COMMITTEE ON NAVAL AFFAIRS,  
*Tuesday, August 2, 1921.*

The committee this day met, Hon. A. E. B. Stephens presiding.

Mr. Stephens submitted for incorporation in the record the fol-  
lowing letters and statements:

EXPENDITURES.

NAVAL PROVING GROUND,  
*Indianhead, Md., July 26, 1921.*

Mr. Supply officer.

Inspector of Ordnance in Charge.

Subject: Expenditures at Dahlgren, Va.

In compliance with the request of the Hon. A. E. B. Stephens, of the Naval Com-  
mittee of the House of Representatives, there is submitted herewith a complete  
statement of expenditures in connection with the establishment of the Lower  
Merion Proving Grounds at Dahlgren, Va. In this connection, and in response  
to Mr. Stephens's inquiry, there has been no material used in the construction work at  
Dahlgren which has been previously charged to Indianhead and then used at Dahlgren  
without charge. The only buildings moved from Indianhead have been those  
which were taken from the abandoned "white" camp on the Neck and which were  
brought down and used in the construction of one set of barracks, one 3-family house,  
single-family cottages at the colored settlement, and one set of barracks for white  
laborers at a cost as noted in the appended summary.

The following figures show actual expenditures for all projects up to July 1, 1921.  
The figures were given Mr. Stephens during the progress of the inspection, but it  
probably be found that the figures beneath are in excess of those figures, in view  
of the fact that the expenditures for June have now been entered and included:

Temporary buildings.....	\$79,048.48
This figure includes all buildings originally erected to house the labor personnel and administration offices, such as two large 2- story barracks for white laborers, one 2-story mess hall and bar- racks, one colored barracks, storehouse, carpenter shop, dis- pensary, recreation hall, and various smaller structures for temporary use.	

Roads.....	Includes 4 miles of completed and surfaced roads and 1.1 miles graded but not surfaced.
Railroads.....	Includes 4.7 miles.
Sewer system.....	2.8 miles ranging from 6-inch to 12-inch.
Fresh-water system.....	3.2 miles.
Operation of suction dredge for obtaining sand and gravel.....	
Drainage system.....	(Surface drainage of swamp tracts.)
Lighting and power circuits.....	1.5 miles and 1,600 feet of conduit.
Bulkheads for retaining mud in filling marshes.....	
Wharf.....	15,650 square feet timber pile wharf, 8-foot bents.
Artesian well.....	(Includes erection of old tank from Winthrop.)
Dredging.....	(Does not include dredging done by Army.)
Survey work, Mathias Point.....	
Installing chronograph system.....	
Installing dynamos and boilers.....	
Lighting circuits.....	
Telephone line.....	
Temporary fuse butts and battery.....	
Radio station.....	
Garage at Morgantown.....	
Administration building.....	
Float and pile driver.....	
Guard house at wharf.....	
Telephone line to Cobb Point and Blackistone Island.....	
Commandant's quarters.....	
Three aid type houses.....	Quarters for assistant inspector, proof officer and experimental officer.
Two Arcadia type houses.....	
Two type A bungalows.....	
Gun emplacements.....	All emplacements at main battery, including major and minor caliber batteries, and also emplacements at the plate battery.
Seaplane hangar.....	
Proof officer's office and physical laboratory.....	
Bombproof and powder-heating house at main battery.....	
Magazines and shell house.....	
Bombproof at plate battery.....	
Range, observation, and screen towers.....	
Storehouse (permanent).....	
Oil and tank storehouse.....	
Storage for gasoline.....	
Land plane hangar.....	
Machine shop (incomplete).....	
Power house (incomplete).....	
Schoolhouse.....	
Mess hall and gallery.....	
Recreation hall.....	
Eight 4-room cottages.....	
46 cottages, erection (obtained from Housing Corporation).....	
Gambo Creek trestle.....	Includes contract driving piles, etc., \$15,807.
Balloon-filling house.....	
Warehouse on wharf.....	
Range tower for calibration range.....	
Enlarging dock at Blackistone Island.....	
Garage.....	
Stable.....	



Indian dormitories.....	\$50,358.69
Indian dormitory (removed from Indianhead).....	3,081.24
Senior officers' quarters.....	3,500.00
Formerly a temporary building moved and addition put on.	
and quarters removed from Indianhead.....	9,500.00
as noted in paragraph 1.	
Water tower (contract).....	10,680.00
etc., Washington Navy Yard.....	273,094.12
This item includes all the specially constructed girders for large caliber guns and the gun circles for minor caliber battery with all heavy bolts necessary for holding down in concrete.	
(1,377 acres at Dahlgren).....	154,836.70
Includes shell deposit, \$26,015.	
Blackstone Island, 69,394 acres.....	21,060.00
<b>Total</b> .....	<b>2,145,607.08</b>

NAVY DEPARTMENT.  
BUREAU OF ORDNANCE,  
Washington, D. C., July 27, 1921.

DEAR MR. STEPHENS: There is forwarded herewith data, which is furnished in accordance with your request.

Very sincerely, yours,

CHAS. B. McVAY, JR.,  
Rear Admiral, United States Navy,  
Chief of the Bureau of Ordnance.

W. A. E. B. STEPHENS,  
House of Representatives, Washington, D. C.

*Bureau of Yards and Docks contracts at Indianhead, Md., 1917-1919.*

Bridge (2344), American Bridge Co.....	\$3,300
Bridge (2360), Ketler Elliott Co.....	35,832
Generators (2379A), General Electric Co.....	28,400
Generators (2379AX), General Electric Co.....	28,360
600-horsepower boilers (2441DX), Babcock Wilcox Co.....	35,835
and ash handling equipment (2451AX), R. H. Beaumont Co.....	34,759
Condenser (2479AX), Alberger Pump & Condenser Co.....	9,000
Heating and cooling tower equipment (2479AY), Alberger Pump & Condenser Co.....	50,200
Boilerboard (2516X), General Electric Co.....	29,859
Laboratory building (2576), Richardson & Burgess.....	4,500
Building (2594), McLean Contracting Co.....	63,000
Extensions and additions to pier and bulkhead (2594X), McLean Contracting Co.....	63,468
Building, etc. (2602), Austin Co.....	120,792
Plant extension (2685), Westinghouse, Church, Kerr & Co.....	1423,397
Rot radial brick stack (2685ChA), Westinghouse, Church, Kerr & Co.....	15,315
Extension to boiler house (2685ChB), Westinghouse, Church, Kerr & Co.....	23,034
Electric track railroad (2687), Austin Co.....	124,399
Water well (2709), Edw. Christman.....	59,553
Welder dry houses (2713), Austin Co.....	1450,000
Waste of soda and cotton storehouses (Comp. 2296) (2713ChA), Austin Co.....	130,000
Welder dry houses (Comp. 2346) (2713ChB), Austin Co.....	144,721
Welder Storehouse (Comp. 2359) (2713ChC), Austin Co.....	135,000
Building (2713ChD), Austin Co.....	112,500
Construction camp (2713ChE), Austin Co.....	1223,500
Waste to solvent-recovery building No. 2 (2713ChF), Austin Co.....	147,500
Waste-recovery buildings 3, 4, and 5 (2713ChG), Austin Co.....	1137,000
Waste Corps storage house (2713ChH), Austin Co.....	13,700
Waste to target D (2713ChK), Austin Co.....	13,500
Waste (2713ChL), Austin Co.....	132,740
Waste power house (2715), Austin Co.....	146,064

not plus.

2 magazine buildings (2747), Austin Co.	.....
5 sets quarters (2748), Austin Co.	.....
Pulping and poaching house (2749), Austin Co.	.....
Equipment for solvent recovery (2773), Westinghouse, Church, Kerr & Co.	.....
Mechanical equipment for solvent recovery (2773A), Westinghouse, Church Kerr & Co.	.....
Heating and plumbing seaman's barracks (2773C), Westinghouse, Church Kerr & Co.	.....
Turbogenerator (2811), Penn Seaboard Steel Corporation	.....
Cottages and quarters (2873), Austin Co.	.....
Acid plant, construction camp (2912), Austin Co.	.....
Railroad track (3016), McLean Construction Co.	.....
Additional fill (3016X), McLean Construction Co.	.....
Coal-storage area and bulk (3029), McLean Construction Co.	.....
11 buildings, factory extension to powder plant (3045), DeKimpe Construction Co.	.....
Additional for completing buildings by Dec. 28, 1918 (3045X), DeKimpe Construction Co.	.....
Railroad, West Plains to Indian Head (3050), New Jersey Cement	.....
Raising railroad grade (3050X), New Jersey Cement	.....
Remodeling chemical laboratory (3096), The Austin Co.	.....
Boilers and superheaters (3193X), Edge Moor Iron Co.	.....
Stokers (3197), American Engineering Co.	.....
Bachelor officer's quarters (3207), DeKimpe Construction Co.	.....
Terminal coal storage and boat basin (3208), DeKimpe Construction Co. (see 3208X).	.....
Termination of contract 3208 (3208X), DeKimpe Construction Co.	.....
Laboratory office building (3209), Austin Co.	.....
Post office (3271), Austin Co.	.....
Dredging (3278), McLean Construction Co.	.....
6,000-kilowatt turbogenerator (3352D), General Electric Co.	.....
Intake well, bridge, water system (3431), Scott Bros.	.....
Artesian well (3509), Artesian Well Drill Co.	.....
Improvement to railroad (3547), Scott Bros.	.....
Annex to dispensary (3588), DeKimpe Construction Co.	.....
Freight station (3651), DeKimpe Construction Co.	.....
Buildings and extensions (3745), Levering & Garrigues Co.	.....
Boat basin and bulkhead (3776), McLean Construction Co.	.....
Incinerator (3790), C. F. Walthers.	.....
Condensers and accessories (3797G), Alberger Pump & Condenser Co.	.....
Roads (3850), Sutton & Carson.	.....
Extension, power plant (3924), Levering & Garrigues Co.	.....
84 buildings, etc. (3967), Hugh S. Roberts & Co.	.....
Additional work (3967X), Hugh S. Roberts & Co.	.....
Toilet buildings and additions, smokeless factory (3968), Hugh S. Roberts & Co.	.....
Piping and electric system (3969), Almirall & Co.	.....
2 monorail hoists and track equipment (4158), Shepard Electric Crane & Hoist Co.	.....

Total.....

*Yard labor allotments at naval proving ground, Indianhead, Md.*

Allotment No.—	Date.	Work.	Amount.
7258-37-7.....	Aug. 30, 1916	Extension to press house.	\$2,049.3
7258-42-3.....	Apr. 30, 1917	Two laboratory magazines.	2,574.0
7258-42-4.....	do.	Ether vault.	1,609.7
7258-42-6.....	May 18, 1917	Magazine shop.	27,577.0
8258-42-7.....	July 20, 1917	Purchase and installation of machinery for power house.	44,652.0
8258-42-8.....	do.	Water tank for acid plant.	9,479.3
8258-42-9.....	do.	Accumulator house.	19,204.8
1258-43-14.....	Apr. 4, 1921	Expansion bends for steam main. (Work in progress.)	740.5
8203-6.....	Mar. 29, 1918	Material for 5 quarters, portable buildings.	17,276.0
9208-3.....	Jan. 6, 1920	Locomotive and section cars.	23,746.0
8201-2.....	Feb. 6, 1918	Furniture for two boarding houses and hotel.	9,000.0
9201-2.....	Feb. 5, 1919	Supplies and equipment for drafting room.	1,016.8
Total.....			158,925.7

<sup>1</sup>Cost plus.

ropriation 258, "Naval proving ground, Indianhead, Md."  
 title 37, "Extension to powder factory."  
 titles 42 and 43, "Improvements to powder factory."  
 appropriation 8203, "Contingent, Bureau of Yards and Docks, 1918."  
 appropriation 9208, "Emergency expenses, 1919."  
 appropriations 8201 and 9201, "Maintenance, Bureau of Yards and Docks, 1918  
 119."

JUNE 9, 1921.

DEAR MR. BUTLER: Supplementing my letter of May 27, and replying more  
 to your letter of May 26, 1921, the following information is furnished with regard  
 to expenditures at the naval proving ground, Dahlgren, Va., reference being made  
 to several numbered paragraphs of your letter:

Question 1. What amount of money has been expended since July 1, 1918, for  
 quarters, officers' quarters, and improvements of all kinds at the proving grounds,  
 Dahlgren, Va.?

Answer. \$2,210,205.11.

Question 2. Amount yet to be expended for same purposes under outstanding  
 contracts?

Answer. Approximately \$250,000 for one gantry crane for handling heavy guns.

Question 3. Amount of all authorizations for expenditures not covered by contracts  
 but yet expended?

Answer. \$274,100.

Question 4. Statements showing the estimated cost or contract price of the com-  
 mandant's quarters; and the total amount spent and to be spent for the improvement  
 of buildings for use as such quarters, including therein the cost of all material  
 and cost of all labor, and from what appropriation taken; and also the cost of  
 labor for such quarters.

Answer. The total estimated cost of the commandant's (inspector's) quarters is  
 \$40,262, of which \$40,262 has been expended up to May 1, 1921, the entire cost of the  
 commandant's quarters being borne by the appropriation "Increasing facilities for  
 proof and test of ordnance materials." The cost of furniture for these quarters was  
 \$95, purchased under the appropriation "Ordnance and ordnance stores."  
 Commandant's quarters have been built entirely without the use of materials  
 from any other buildings.

Question 5. Statement showing the cost of all other officers' quarters, whether for  
 moving, or remodeling, including the cost of all material and labor used for  
 purposes and the appropriation from which defrayed, and also the cost of fur-  
 niture and equipping such quarters.

Answer. Eight sets of officers' quarters, including the rehabilitation of the Arnold  
 house, have cost \$140,191, with an estimate of about \$10,000 to complete. Eight  
 small sets of junior officers' quarters were built at an expenditure of \$12,327.  
 The above expenditures have been made from the appropriation "Increasing  
 facilities for proof and test of ordnance materials." The furniture for the above  
 quarters cost \$20,505, out of appropriation "Ordnance and ordnance stores."

Question 6. Statement showing the several funds from which expenditures for all  
 above purposes has been or will be taken.

Answer. Expenditures since July 1, 1918.

Appropriation:	
Engineering, 1921 (radio station).....	\$2,386.55
Increase, Navy, armor and armament.....	51,965.05
Increasing facilities for proof and test of ordnance materials.....	601,794.79
Ordnance and ordnance stores.....	1,554,058.72
Total.....	2,210,205.11

Authorizations not covered by contracts and not yet expended.

Appropriation:

Increase in facilities for proof and test of ordnance materials.....	\$58,300
Increase of the Navy, armor and armament.....	154,100
Ordnance and ordnance stores.....	61,700

Total.....	274,100
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Expenditures incurred and authorizations for expenditure under the appropria-  
 tion "Increase of the Navy, armor and armament," pertain exclusively to the test  
 of ordnance material.

Question 7. If any portion of the above-named expenditures is charged to the Indianhead account, give detailed statement showing amount of same.

Answer. The above expenditures and authorizations refer to Dahlgren, Va., exclusively.

Sincerely, yours,

EDWIN DENBY.

HON. THOS. S. BUTLER,

*Chairman Committee on Naval Affairs,  
House of Representatives.*

NAVAL PROVING GROUND,  
Indianhead, Md., August 2, 1921.

HON. THOMAS S. BUTLER,

*Chairman Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

DEAR SIR: I have just received your letter of July 27, forwarded from Dahlgren, inclosing a transcript of the hearing at Dahlgren, and regret that there was a misunderstanding as to where I could be most easily reached by mail, as it has caused several days' delay in my furnishing a reply.

I have answered questions that remained unanswered by me, but believe that the list of costs which I submitted immediately after the hearing through the Bureau of Ordnance and which you already have at hand answers all questions in better form than is accomplished in this hearing, as I have in that list furnished every item of expense for the whole station, a great many of which were necessarily missed in our hasty inspection of the station at Dahlgren with the committee last Monday. In each case, however, I have furnished an answer to the categorical questions and trust that this will be satisfactory.

Very respectfully,

E. H. DOUGLASS,

*Lieutenant Commander (Signal Corps), United States Navy.*

**STATEMENT OF MR. G. W. PATTERSON, POWDER EXPERT,  
NAVAL PROVING GROUND, INDIANHEAD, MD.**

MR. STEPHENS. Mr. Patterson, you are the powder expert?

MR. PATTERSON. Yes, sir.

MR. STEPHENS. Please explain to us how they prove powder, how much they take at a time.

MR. PATTERSON. The purpose of proving powder is to determine whether it is suitable for use in a particular gun. When powder is ordered, they generally order a certain amount for a special caliber. For instance, 6.5, they will give us an order for a lot of powder which represents ordinarily 125,000 pounds. After the powder is made a sample is selected representing the whole lot and is sent to the proof officer for the purpose of what we call proving the powder to determine whether the powder which we have made is suitable for the particular gun within the limits fixed by the Navy Department. The powder is first brought to a constant temperature in sealed tanks. The reason for that is because they have fixed certain standards, they have determined that 90° is the average temperature aboard ship in the magazines, and therefore the guns must be served with powder at 90°. This is for the purpose of fixing the standard charge.

The powder when ready for the guns, being heated a proper length of time, is weighed out and put in a charge which is less than ordinarily used for service—that is, they start with a low charge in a gun and gradually work up to a higher charge than that which is normally used. That gives them an idea of the regularity of the powder and also prevents any accident by putting in too much

der. In other words, they determine the velocity and pressure gained with a low charge first and gradually work up until they have passed beyond the point where they have a service charge. In proving a gun which normally shoots at 2,700 foot-seconds, they start with a charge which approximates 2,000 foot-seconds, and, knowing what that charge gives, the next one they put in the gun will be considerably greater than what would be required for 2,700 foot-seconds. That gives them a certain number of velocities and pressures for various charges and these are plotted on a sheet of paper, on which they can determine the qualities of the powder, whether suitable for the gun, and fix a charge for the gun to go into service.

Mr. STEPHENS. Then, that powder is blended?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. How much of the 125,000 pounds do you prove?

Mr. PATTERSON. It depends on the size of the gun; about five to ten rounds are usually used.

Mr. STEPHENS. How many pounds would that be?

Mr. PATTERSON. For the biggest gun, around 700 pounds; that is, 16.5.

Mr. STEPHENS. For instance, take a 12-inch gun?

Mr. PATTERSON. About 300 pounds per charge.

Mr. STEPHENS. For proving the powder?

Mr. PATTERSON. I do not know for each charge. There will be about five to seven rounds, about 2,000 pounds. I think we send the valley for use about 2,200 pounds.

Mr. STEPHENS. Out of the 125,000 pounds?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. How much powder do you prove a month, about?

Mr. PATTERSON. That is a question which has no answer, because we prove the large guns as they come to us. The Navy Department fixed a certain limit on the number of rounds which shall be used in proving the powder for the same gun. That is to prevent the gun being worn out too rapidly. If we have, for instance, 15 lots of powder coming along for proof we may have 15 guns coming from the navy yard at Washington, two guns this week and one gun next week, but they try to arrange the proving of the powder so that one gun shall not prove over two lots.

Mr. STEPHENS. Right there, while proving the powder you are also proving the gun?

Mr. PATTERSON. Yes, sir; very often; not always, but usually.

Mr. STEPHENS. You prove the gun and prove the powder?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. In proving the powder is it necessary that the gun should be fired at its full capacity, at its full elevation?

Mr. PATTERSON. For proving the gun I think it is unquestionably the case that it should be fired at its full elevation.

Mr. STEPHENS. Why?

Mr. PATTERSON. You can not tell what your gun will do on account of the recoil. The mechanism brings the gun back to the battery. When the gun recoils from the shot it goes down and the mechanism of the recoil brings it back to its original position. If the gun is horizontal it does not take nearly as much force to bring it back to its original position.

Mr. STEPHENS. That is what you call proving the gun?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. At Indianhead were all the guns that you in the past proved at their full capacity?

Mr. PATTERSON. I can not say whether all of the guns were to shoot above  $8^{\circ}$  or not, but I think we have capacity about  $15^{\circ}$ . Our normal use in the past at Indianhead has prove the gun at  $8^{\circ}$ .

Mr. STEPHENS. That proving at  $8^{\circ}$  is sufficient to prove

Mr. PATTERSON. It has been so considered when  $15^{\circ}$  is the maximum.

Mr. MUDD. You are speaking of what sized gun?

Mr. PATTERSON. Any gun except an antiaircraft gun.

Mr. STEPHENS. All of the guns which could have been proved at Indianhead have been proved there?

Mr. PATTERSON. I think so.

Mr. MUDD. How many years have we been proving there?

Mr. PATTERSON. Within my knowledge, 21 years.

Mr. MUDD. In other words, you have been testing guns?

Mr. PATTERSON. Yes, sir.

Mr. MUDD. How long have you been proving powder?

Mr. PATTERSON. The powder factory made its first proof in June, 1900.

Mr. MUDD. Do you test the antiaircraft guns successfully at Indianhead?

Mr. PATTERSON. I think they have been satisfactorily tested.

Mr. MUDD. Can you test 8-inch and smaller calibers satisfactorily at Indianhead as at Dahlgren?

Mr. PATTERSON. I doubt very much if you could prove a gun at an elevation of 30 degrees satisfactorily.

Mr. MUDD. Can you do the testing of armor plate as efficiently at Indianhead as at Dahlgren?

Mr. PATTERSON. The armor plate?

Mr. MUDD. Yes, sir.

Mr. PATTERSON. Do you mean in the location at which it was previously tested?

Mr. MUDD. The present battery.

Mr. PATTERSON. We can do it as efficiently but with a greater degree of danger.

Mr. STEPHENS. Where does the danger come in by removing the armor plate from Indianhead?

Mr. PATTERSON. From the flying fragments.

Mr. STEPHENS. Could not that be prevented by screening?

Mr. PATTERSON. Only to a very limited extent, depending on the class of work. For instance, when you shoot a 16-inch shell for the first time you do not know what that shell is going to do to the armor plate. You can do a certain amount of guesswork on it and arrange your pile of sand or whatever your screen is to cover it, and, as far as you know, that is going to hold, but when you are doing that sort of a plate you do not know what they are going to do until you have shot at them.

Mr. STEPHENS. Would it not be possible to build a screen up at the place where these armor plates are proved so that fragments

could not fly out over the country or any place and be dangerous to the population?

r. PATTERSON. I think possibly that could be done.

r. STEPHENS. You have been proving guns there for 21 years successfully?

r. PATTERSON. Yes, sir.

r. STEPHENS. Why is it that at this time you can not continue to prove guns as successfully as you have in the past?

r. PATTERSON. I think that only applies to guns which have an increased elevation over what they have had in the past, which necessarily means a longer range at the increased elevations. For instance, in the past the practice has been to never shoot any large guns above 15 degrees—the ships were not arranged for that sort of work—but at the present time has brought out new conditions, and those conditions are that the range of the ships shall be greatly increased so that they can not get without the extra elevation.

r. STEPHENS. Another question. So far as proving the guns and powder, even of the large guns, 16-inch, 14-inch, and 12-inch, can it be done satisfactorily at Indianhead, taking out the fact of the ranging of the guns? There is a difference between proving a gun and ranging a gun?

r. PATTERSON. Yes, sir. If you allow the proving of a gun to be within the limits of the proving ground—that is, for elevation—you must keep your elevation down to do that.

r. STEPHENS. How do you keep your elevation down?

r. PATTERSON. By the use of slugs. We call a shell a slug when the nose has been cut off. A slug does not go nearly as far as a sharp-nosed shell. By doing that you can reduce the range nearly one-half, but whether it could be done at that proving ground with the large guns and the increased elevation, the maximum elevation, I think is very doubtful.

r. STEPHENS. I understand as to the maximum elevation, but the question is whether it is absolutely necessary to use the maximum elevation for proving a gun?

r. PATTERSON. I can not give you any real answer, because I am not in a position to make the statement.

r. STEPHENS. That would be the difference between proving a gun and ranging a gun?

r. PATTERSON. Yes, sir.

r. STEPHENS. As I understand, generally they range the guns to a considerable degree after they have been placed upon the battleship?

r. PATTERSON. That is the only way they have had to range them beyond our limitations.

r. STEPHENS. In order to get the range, for a part of the guns, it could be done after they have been placed upon the battleship instead of completing the full range of the gun before being placed upon the battleship?

r. MUDD. Your idea is to make the range test from the battleship?

r. STEPHENS. Yes, sir. To continue the proving of the guns is the proving of the powder, but the range requires a long distance. At Dahlgren they have 30 miles over to Blackstone's Island. They will use Dahlgren then for ranging their guns which can be done after they are placed upon a battleship. At Dahlgren, I under-

stand, they have located there so that they could do the big guns, to range them to shoot and to find the results.

Mr. KRAUS. Can you see any objection to the course the guns as Mr. Stephens suggests; is that practical and

Mr. PATTERSON. I should think it could be considered. Whether it would satisfy the ordnance experts or not, I do not know, but I would say. It is a question of what accuracy could be obtained under those circumstances.

Mr. STEPHENS. How far is Dahlgren from Indianhead?

Mr. PATTERSON. I think 41 miles.

Mr. STEPHENS. How long does it take ordinarily to run from Indianhead?

Mr. PATTERSON. I was talking with an officer yesterday made that run, and he said nine hours.

Mr. STEPHENS. Nine hours by barge?

Mr. PATTERSON. Yes, sir. That is from the Washington Navy Yard.

Mr. STEPHENS. I am talking about a barge from Indianhead.

Mr. PATTERSON. I think they used to make it in about four hours. If you put on two barges, it is a different matter. Sometimes there is one barge and sometimes two barges. Sometimes you put on a tug the longer it takes. I have been on the river from the Washington Navy Yard to Indianhead.

Mr. STEPHENS. I am talking about from Indianhead to Dahlgren.

Mr. PATTERSON. I can only give you that from here. From Washington to Dahlgren they said about nine hours.

Mr. MUDD. What kind of a harbor have you at Dahlgren? Is the depth of the channel?

Mr. PATTERSON. I do not know. That was dredged when the place was taken over.

Mr. MUDD. Can you go to Dahlgren with any kind of a tug? Must you not anchor out 3 or 4 miles from the shore?

Mr. PATTERSON. The tugs are the only ones.

Mr. MUDD. And it must be a very small tug at that?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. All the powder that is to be proved to be sent from Indianhead to Dahlgren if the proving ground is moved to Dahlgren?

Mr. PATTERSON. They would send it that way if it came by railroad.

Mr. STEPHENS. If it came from Washington by barge, would it be sent to Indianhead?

Mr. PATTERSON. At Indianhead it will all have to be sent by barge.

Mr. STEPHENS. Where will the guns be sent from to Dahlgren?

Mr. PATTERSON. I do not think they have any outside of the guns made at the Washington Navy Yard could go to Dahlgren.

Mr. STEPHENS. How long do you think it would take to go from Washington to Dahlgren—that is, with the big tugs?

Mr. PATTERSON. That would depend on the number of tugs and the strength of the tug sent with them. In the winter, if they got down in 36 hours they would be lucky.



STEPHENS. If they got down at all in the wintertime they  
be lucky. In this kind of weather it would take, I think you  
about nine hours?

PATTERSON. Nine hours for a tug with a single barge.

MUDD. If you had a bad winter you would have to move back  
Indianhead if you made any tests?

PATTERSON. If you made any tests.

MUDD. Then for three months in the winter it would be un-  
n whether you could test the guns, if you had a very cold winter?

PATTERSON. Whether you could test them?

MUDD. It would be a safe precaution if you moved from  
ren back to Indianhead in case of an emergency?

PATTERSON. They could test anything on the ground, but they  
not test new material, because you could not get it there.

McCLINTIC. What is the nearest railroad point to Dahlgren?

PATTERSON. I have been told about 43 miles.

McCLINTIC. How much money have you expended at Dahlgren?

PATTERSON. I have absolutely no idea of how much money  
een expended at Dahlgren.

STEPHENS. I can tell you—\$2,145,600.

MUDD. How does that compare with the amount expended at  
nhead in providing the necessary facilities to test the guns?

STEPHENS. I have not any figures showing that comparison.

MUDD. You say that we have spent over \$2,000,000 at Dahlgren  
y?

STEPHENS. Yes, sir.

MUDD. How much did Congress appropriate during the war  
ahlgren?

STEPHENS. \$1,000,000.

MUDD. And they spent an extra \$1,000,000 without any  
rity from Congress?

STEPHENS. That is a question. I have a letter from Admiral  
y relative to that which I will read if you gentlemen want to  
t?

MUDD. Yes, sir; I would like to hear it.

STEPHENS (reading):

NAVY DEPARTMENT, BUREAU OF ORDNANCE.  
Washington, D. C., August 1, 1921.

E. B. STEPHENS.

ouse of Representatives, Washington, D. C.

DEAR MR. STEPHENS: With reference to conversation at Indianhead on Fri-  
uly 29, 1921, in which you stated that you had located request by the former  
f this bureau for \$980,000 but had not seen any law covering this amount. I  
oked up the matter and find that the first deficiency act of 1919, approved  
ber 4, 1918, carried a total appropriation under the heading "Ordnance and  
ce stores" of \$11,185,301. One of the items making up this total was an esti-  
f \$980,000 for Dahlgren, as is shown by the inclosed table.

ings on this bill were held by the House Appropriations Committee on October  
and the bill was reported out to the House by that committee.  
Sincerely yours,

CHAS. B. McVAY, JR.,

Rear Admiral, United States Navy, Chief of the Bureau of Ordnance.

*Composition of appropriation "Ordnance and ordnance stores," deficiency  
Nov. 4, 1918.*

	Page of hearings. <sup>1</sup>	Estimate as submitted by bureau.
1,000,000 Very cartridges.....	674	\$125,000
Target projectiles.....	675	5,197,088
Machinery for optical shop.....	676	243,400
5 and 6 inch gun and b/m shop, machinery for.....	677	1,350,000
Machinery for new proof shop.....	680	99,324
542 heavy Browning machine guns with spares complete, at \$200.	681	487,800
10,000 leather gun slings, at \$1.239.....	684	12,390
5,000 Very pistols and holsters, at \$10.58.....	684	52,900
5,000 Very pistols, at \$10.....	684	50,000
Small-arms target material.....	684	25,000
Allotments for improvements at ammunition depots, etc.....	685-688	562,401
Additional proving-ground facilities.....	688-690	980,000
Classified employees.....	691	2,417,823
		11,603,124

<sup>1</sup> Page of hearings before House Appropriations Committee on which explanation of item

In the table which was inclosed it goes under the head "Additional proving ground facilities," but Dahlgren is not merely the appropriation.

Mr. HICKS. In looking through the statutes—I have lost for the moment—it appears to me as though there was an act by Congress, not a deficiency but a legislative act, coupled with an appropriation, authorizing the expenditure of \$1,000,000 for Dahlgren, naming Dahlgren especially, which must be in addition to the amount which the gentleman from Ohio has referred to?

Mr. STEPHENS. Yes, sir; I explained that.

Mr. MUDD. Why did they not represent to this committee that it was necessary to test the smaller guns at Dahlgren?

Mr. STEPHENS. I was not here and I have never heard.

Mr. MUDD. I will make that a statement of fact. This appropriation was appropriated merely for the testing of larger guns. It was suggested in this committee that it was necessary to move from Indianhead the guns of smaller caliber.

Mr. BUTLER. Did we not have a hearing?

Mr. MUDD. We had a hearing.

Mr. BUTLER. I can not find it.

Mr. MUDD. I will look it up and put it in the record.

Mr. STEPHENS. All the guns proved at Dahlgren will have to be moved from the navy yard to Dahlgren to be proved and returned.

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. Have you ever estimated, that is, for information, what the amount of the increased expenditure would be in basing the expenditure on sending these guns from the navy yard to Indianhead for proving?

Mr. PATTERSON. No, sir; I have never done so.

Mr. STEPHENS. Never?

Mr. PATTERSON. No, sir.

Mr. STEPHENS. In your opinion would not the expenditure be more than double?

PATTERSON. I should say so.

STEPHENS. How long does it take to prove a gun at Indian-

For instance, in sending a gun from the navy yard, how long can it be proved and be brought back?

PATTERSON. We have made records on that, getting a gun from the navy yard one afternoon and having it back in 36 to 48 hours.

STEPHENS. How long would it take to do the same work at Indianhead, that is, just in your opinion?

PATTERSON. I see no difference, except in the running time of the gun.

HICKS. In the wintertime it might not be done at all if the water was frozen?

PATTERSON. After you get it on the ground it is an easy matter to fire.

STEPHENS. The only question is getting it there and getting it back.

PATTERSON. Yes, sir.

STEPHENS. Do you know of any order coming from the bureau for the firing of the bigger than 5-inch guns?

PATTERSON. No, sir. I do not know of any such order. I think it very doubtful if there could be, because they fired a 12-inch gun only two or three days.

MUDD. Is the water more apt to freeze at Dahlgren than at Indianhead?

PATTERSON. Slightly less. It is more salty at Dahlgren than at Indianhead.

MUDD. There is very much less depth at Dahlgren and the water to the river is only a few feet deep. I thought that might make a difference?

PATTERSON. My personal opinion is that it would freeze less at Dahlgren.

STEPHENS. Do you know of any accidents that have occurred, from flying fragments, within the last 20 years?

PATTERSON. I know of one death and one serious injury.

STEPHENS. How long ago?

PATTERSON. About four years ago one man was killed in the valley and recently a man was struck.

STEPHENS. He was in the valley?

PATTERSON. Yes, sir.

STEPHENS. That was not by flying fragments out of the valley?

PATTERSON. He was within the valley inclosure.

STEPHENS. None outside of the valley?

PATTERSON. Only this one case that I speak of, the man being killed.

STEPHENS. Recently?

PATTERSON. That is the accident I have in mind.

STEPHENS. He was out of the valley; he was not in the valley?

PATTERSON. No, sir; he was far distant.

STEPHENS. He was struck by a flying fragment, as I understand.

PATTERSON. Yes, sir.

STEPHENS. That is the first accident of that kind that you can

Mr. PATTERSON. That is my recollection.

Mr. MUDD. Would the conditions at Dahlgren be better than at Indianhead?

Mr. PATTERSON. Yes; the ground conditions are entirely different at Dahlgren.

Mr. STEPHENS. Do you know of any reason why this accident should have occurred at this time from flying fragments, when such an accident has not occurred in 15 or 20 years?

Mr. PATTERSON. Well, the amount of backing or support, if you please to call it that, for prevention required for the various plate work—

Mr. STEPHENS (interposing). Back of the plate?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. Do you know anything about screening this plate—when you fire at the armor plate you screen it?

Mr. PATTERSON. They have a steel yoke immediately in front of the plate, and they usually use a cover on the back of the plate, what they call a thin-skinned plate, over the structure.

Mr. STEPHENS. Do you know of any time within the last two months when that screen was taken down, when any screen was taken down and any firing done?

Mr. PATTERSON. No; I can not say it was taken down, but not sufficient sand was used to prevent the pieces getting out.

Mr. MUDD. How long did that condition exist?

Mr. PATTERSON. I have not the slightest idea.

Mr. MUDD. Was that fact known to the officers?

Mr. PATTERSON. Not that I know of. I called attention to it when I saw the condition, after a piece went over my house.

Mr. STEPHENS. Would the removing of the proving grounds to Dahlgren increase the cost of powder at Indianhead? What I mean now, as I understand it, the proving business and the powder business are separated, but there are certain overhead charges that have to be divided by the proving department. I am speaking of the powder department. The fact of the proving station and all of its material, and so forth, being removed from Indianhead, would that place more overhead charges on the powder department?

Mr. PATTERSON. The amount of the overhead charges might be very slightly greater, but it would not amount to as much as the reduction in the quantity of powder.

Mr. STEPHENS. I understand, if you make a larger quantity of powder you can make it cheaper?

Mr. PATTERSON. Certainly.

Mr. STEPHENS. Because you require the same number of men. As to the railroad, you have there, a part of the expense of that railroad charged to the powder department and some to the proving ground!

Mr. PATTERSON. The railroad transportation is all paid out of one appropriation. We can not put it in our powder charges as a direct charge, it must go in as an overhead charge. We take the expenses for the whole year and properly specify the amount of tonnage which has gone over that road for the powder factory and the amount of tonnage that has gone over that road for other purposes.

Mr. HICKS. I should like to read this language which appears on page 73 of the hearings in 1918:

The CHAIRMAN. The next item is the naval proving ground, at the bottom of page 39, for increasing facilities for the proof and tests of ordnance material, including necessary buildings, construction, equipment, railroad facilities, land and damages and losses to persons, firms, and corporations resulting from the procurement of the land for this purpose, and so forth, \$1,000,000.

That is undoubtedly this very item that we are discussing.

Mr. Mudd. What was the date of that?

Mr. Hicks. January 18, 1918.

All the way through it refers to \$1,000,000 for increased facilities and it refers to land. Mr. Kelley asked this question:

Suppose you are able to buy the land for \$100,000, will the other \$900,000 do for what you intend to do?

Rear Admiral EARLE. Yes, sir.

Then I asked this question:

What do you mean by purchase of houses that are already there?

Rear Admiral EARLE. Houses that are on the land.

That is the new land.

Mr. Hicks. When we buy the land do we not also buy the improvements that are on the land?

Rear Admiral EARLE. I have estimated that.

Then he goes on, bombproofs, lockout towers, all those things and what they come to.

Mr. Swing. I suggest that pages 73 to 80 be incorporated in the record.

(The pages referred to by Mr. Swing follow:)

The CHAIRMAN. The next item is the naval proving ground, at the bottom of page 39, for increasing facilities for the proof and tests of ordnance material, including necessary buildings, construction, equipment, railroad facilities, land and damages and losses to persons, firms, and corporations resulting from the procurement of the land for this purpose, etc., \$1,000,000. Tell us all about that item; what lands you are expecting to get, for what purpose, the need for it, and full information as to the necessities for this additional proving ground.

Rear Admiral EARLE. I will insert that statement.

(See statement appended, marked "Exhibit A.")

Mr. OLIVER. Is it of such importance that you feel an authorization should be made at the earliest possible time?

Rear Admiral EARLE. I feel that we should have had the authorization a long time ago.

Mr. FARR. Is it an improvement that should be made irrespective of the war?

Rear Admiral EARLE. Absolutely necessary; yes, sir.

Mr. HICKS. Could you do any work over there on that ground at this time of the year?

Rear Admiral EARLE. Yes, sir. The instant that appropriation is available we can set the ground. We have not even got that now. We have got options on it.

Mr. Hicks. You could not do any work on clearing it up during this winter, could you?

Mr. FARR. How many acres are there?

Rear Admiral EARLE. We want to purchase about 1,000 acres. That is practically the size of the proving ground.

The CHAIRMAN. Instead of stating it in acres, what would be your linear distance?

Rear Admiral EARLE. We have a range there of 80,000 yards.

The CHAIRMAN. What width would it give you generally?

Rear Admiral EARLE. About 4 miles. A perfectly safe width.

The CHAIRMAN. Four miles, and 80,000 yards long?

Commander KEARNEY. Twenty miles long.

The CHAIRMAN. Eighty thousand would be 40 miles—that is, 40 sea miles—and that would be 46 land miles. Instead of 1,000 acres, you mean something like 100,000 acres?

Rear Admiral EARLE. No, sir; this is a water range on the Potomac.

The CHAIRMAN. I am talking about the dimensions of the land you want to get.

Rear Admiral EARLE. It is located on a point.

Capt. KEARNEY. We shoot over the water.

The CHAIRMAN. The land does not go the full length of the range?

Rear Admiral EARLE. Not at all.

The CHAIRMAN. So that you test out on the water instead of on the land?

Rear Admiral EARLE. Yes, sir.

The CHAIRMAN. That is what I wanted to get at.

Mr. BUTLER. Will you tell us how much an acre this land is liable to cost?

Rear Admiral EARLE. \$100,000, I figure on.

Mr. BUTLER. That would be \$100 an acre?

Rear Admiral EARLE. Yes, sir.

Mr. BUTLER. For that land down there?

Rear Admiral EARLE. Yes, sir.

Mr. MUDD. That is on the Virginia side?

Rear Admiral EARLE. Yes, sir.

Mr. WILSON. Do your investigations indicate that this place is the best place to your purpose?

Rear Admiral EARLE. We have been at it for a great many years, and I think that it is the only place that will give us proving grounds without large expense.

Mr. WILSON. This will be used in connection with your present proving grounds?

Rear Admiral EARLE. We only intend to use it for such guns as can not be safely tested at the present grounds.

Mr. MUDD. Haven't you a map showing the straightaway course of that range?

Rear Admiral EARLE. Yes, sir.

Mr. LITTLEPAGE. Within what radius will the yolk of eggs be burst by the firing of big guns?

Rear Admiral EARLE. I can state from personal experience in that. I used to live at Indianhead, and we always were more successful with eggs right immediately under the guns practically, within 200 or 300 yards, than anybody was around the country. It does not seem to bother the hen at all.

The CHAIRMAN. What is the distance as the crow flies from this new point—

Rear Admiral EARLE. About 15 miles.

The CHAIRMAN. What is the distance as the navigation will run?

Rear Admiral EARLE. About 22 miles.

The CHAIRMAN. Have you any other approach to it except by water? Is there any railroad communication with it?

Rear Admiral EARLE. The proposed railroad, the Washington & Newport News Short Line, will come right by it. We hope that will be built some day. The only other railroad we have is the Pennsylvania branch to Popes Creek, across the river.

The CHAIRMAN. About how far?

Rear Admiral EARLE. About 4 miles.

The CHAIRMAN. The proposed road that they were talking about building to Indianhead, that is being contemplated now, would that extend down to that other point, or would it stop at Indianhead?

Rear Admiral EARLE. If the Government built it, I would like to have it built down to that point, but I doubt if we could ask that.

The CHAIRMAN. At the auxiliary grounds, where you are testing big guns, fuses, etc., and maintaining at Indianhead the larger share of the activities, would you need anything further than water communication?

Rear Admiral EARLE. It is not so absolutely necessary; no, sir.

The CHAIRMAN. It would not be as necessary to have it at this auxiliary one as at Indianhead?

Rear Admiral EARLE. No, sir. At Indianhead, Mr. Chairman, the most vital need in the way of railroad communication is for the powder factory—its raw material.

The CHAIRMAN. I understand, so that you would not have the same demands that the others have because you would transport the guns across.

Rear Admiral EARLE. That is practically all the material there is—guns and shells and powder.

The CHAIRMAN. I would like to ask you for the record if the range of gun firing from this point would interfere with the navigation of the Potomac River or the Chesapeake Bay? Would there be a conflict between your operations and the sailing of ships?

Rear Admiral EARLE. There is very little traffic in this part of the river, and we anticipate very little conflict.

The CHAIRMAN. I have understood that in firing from Indianhead into the water you had very great conflict; that we had in some instances to reimburse the inhabitants for damages done on land from the ricocheted shells?

r Admiral EARLE. That was right on the proving ground; right on the neck

CHAIRMAN. Some years ago it was represented to us that if you attempted to long range on the water from Indianhead, that the bulk of the traffic was so up and down the river in conflict that you had to watch carefully and send out guns to clear the water?

r Admiral EARLE. We have had to do that. We would have to do something down below.

TALBOTT. They have to do it at the Army proving grounds, too?

CHAIRMAN. Probably more than we do.

CHAIRMAN. Would you have as much danger of conflict at this new point as Indianhead for the long-range firing?

r Admiral EARLE. From what we can learn we will not have as much. We looked into the traffic of the river.

TALBOTT. Have you ascertained about what it will cost to purchase the land to install the plant?

r Admiral EARLE. Yes, sir; a million dollars covers it.

BUTLER. Will the admiral leave that itemized statement?

CHAIRMAN. He can put it in the record.

BUTLER. Will you leave the map so that we can look at it?

r Admiral EARLE. Yes, sir.

A statement appended, marked "Exhibit A.")

CHAIRMAN. Is there anything further you wanted to say with reference to that?

r Admiral EARLE. I would like to say about the necessity of firing the heavy

BUTLER (interposing). Do you think we ought to give you the authorization in the bill of the appropriation here?

CHAIRMAN. This is the appropriation and the authorization at the same time. All in one.

BUTLER. Ought we to wait for the appropriation bill or ought we to do it earlier?

CHAIRMAN. We hope to get this bill in in a few weeks.

r Admiral EARLE. We should like to get it immediately if we could.

CHAIRMAN. We are going to provide to make the appropriation immediately available in the bill.

BRITTEN. How soon is the Committee on Appropriations likely to report on the efficiency bill they are working on?

CHAIRMAN. I do not know.

BRITTEN. If the committee is convinced that this particular item ought to be there, what would be the objection to transferring that item over there?

TALBOTT. It is a bad precedent under present conditions.

BRITTEN. I do not like the idea myself, but if it is the view of the department that it ought to be done—

CHAIRMAN (interposing). Another thing is, on land purchases, in that case you can not get it through.

BRITTEN. Was \$1,000,000 estimated by the bureau to be sufficient?

r Admiral EARLE. The bureau estimated \$2,000,000.

BRITTEN. Why was the amount cut down to a million dollars?

r Admiral EARLE. I think the Secretary thought we could do it on less.

BRITTEN. What passed between the bureau and the Secretary to indicate that the amount to be cut a million dollars?

CHAIRMAN. Let me suggest, gentlemen, that if you appropriate \$2,000,000 for the land, fellows down there will set their figures so as to get the \$2,000,000, and if we set \$1,000,000, like we did with the Jamestown property, we are in better position to get that amount.

BRITTEN. Only \$100,000 of it goes to the purchase of the land.

r Admiral EARLE. The only thing I fear is that the amount allowed for the purchase of land is too small.

CHAIRMAN. But the \$1,000,000 is available for that.

BUTLER. You can use \$1,000,000 for the land if you want to.

CHAIRMAN. And it does not limit the whole cost. If you need more you can ask for it in the next bill.

TALBOTT. If you appropriate any amount for land a fellow thinks you have put a value on his land and he wants to get it.

CHAIRMAN. Was there anything else you wanted to say?

r Admiral EARLE. I just wanted to point out quickly the further needs for this proving ground.

OLIVER. How long will it take to get that in shape?

Rear Admiral EARLE. I think we can begin firing in about four months.

Mr. TALBOTT. Have you inspected any other locations to find out if you could get an entirely new location?

Rear Admiral EARLE. Yes, sir. This is all in the proposition here to show you exactly what we do need.

The CHAIRMAN. I will ask you to put in the hearing anything that you have so as to make it complete. Have you anything that you want to submit before we take up questions with you?

Rear Admiral EARLE. I will insert that statement.

The CHAIRMAN. All right. Set out what you wish. We want to get that fully. (See statement appended, marked "Exhibit A.")

Mr. TALBOTT. We are using the armor-piercing shell entirely, aren't we?

Rear Admiral EARLE. Yes, sir. We ought to test all ammunition in the manner in which it comes aboard ship. If we had done that we would not have had that trouble on the *Mongolia*, but this auxiliary proving ground would make that possible. We could not do that on account of the danger to the people.

Mr. BUTLER. There is a difference there of \$900,000 on this item \$100,000 for the ground.

The CHAIRMAN. And the \$900,000 is for the improvement and the equipment, the installation of the machinery, etc.

Mr. BUTLER. In other words, it is like the fellow said at the hotel when the clerk told him it was \$5 a day and upward. He said he did not mind the \$5, but it was the upwards.

Rear Admiral EARLE. I think the land may be two or three times what they are now estimated.

Mr. BUTLER. You think the land is likely to cost us \$200 or \$300 an acre?

Rear Admiral EARLE. I do not know how much it will come to, but we provided in the bill so that the President can take it.

The CHAIRMAN. The President can take it like he did the other and value it.

Mr. HENSLEY. When we had the matter up here about purchasing additional land for the dairy over in Maryland, it was stated that there was no authority to get options on land.

Rear Admiral EARLE. There is not, either.

The CHAIRMAN. And these are not binding. The fellows have simply said what they would do.

Mr. HENSLEY. There should be some sensible way of doing it.

Mr. MUDD. I will ask you if it is not a matter of immediate necessity to build a railroad to that station at Indianhead in view of the fact that we have no other means of transportation?

Rear Admiral EARLE. It is absolutely necessary to get a railroad to Indianhead as soon as possible.

The CHAIRMAN. We had that matter up and carried it over and we expect to have the Secretary on that next week. The Government was to advance \$365,000, I believe it was, and they were to build the road and then they were to pay it all back to the Government in freight.

Mr. BUTLER. Who is to pay it back?

The CHAIRMAN. The company would pay it back.

Mr. BUTLER. Do we get any security for that?

Rear Admiral EARLE. The bill provides for security.

Mr. BUTLER. If they get Liberty bonds as security it will be all right.

The CHAIRMAN. We will take that Indianhead matter up in the bill itself.

Mr. BRITTEN. One more question. The admiral stated a while ago that the bureau's original estimates contemplated more than 1,000 acres. How much more than 1,000 acres did your estimates contemplate?

Rear Admiral EARLE. No; I meant to say it contemplated 1,000 acres. The amount we figured on to be necessary was \$2,000,000, but that has been cut to \$1,000,000, and we are doing our best to get it within that \$1,000,000.

Mr. BRITTEN. Is that reduction in the estimates going to proportionately reduce the acreage of the lands you are going to buy?

Rear Admiral EARLE. We are going to reduce it to the very smallest amount that we can get along with.

Mr. BRITTEN. Because your estimate was reduced \$1,000,000, or 50 per cent, you are not going to reduce your purchase of land 50 per cent, are you?

Rear Admiral EARLE. No, sir; we are going to try and come within the estimates if we possibly can.

The CHAIRMAN. And get the necessary amount of land?

Rear Admiral EARLE. We will get the necessary amount of land.



Mr. KELLEY. Suppose you are able to buy the land for \$100,000, will the other 9,000 do for what you intend to do?

Mr. Admiral EARLE. Yes, sir.

Mr. VINSON. Suppose the land cost you \$200,000, will the amount left be insufficient?

Mr. Admiral EARLE. No, sir; the railroad is necessary; that costs \$175,000; the k and tide bridge will cost \$100,000; land, \$100,000; one smokeless-powder magazine, \$5,000; one black-powder magazine, \$5,000; shell house, \$5,000; gun pits, \$20,000; sewer house, \$50,000; purchase of houses that are already there, \$50,000.

Mr. HICKS. What do you mean by purchase of houses that are already there?

Mr. Admiral EARLE. Houses that are on the land.

Mr. HICKS. When we buy the land do we not also buy the improvements that are on the land?

Mr. Admiral EARLE. I have estimated that. Bombproofs, \$30,000; lookout towers, 1,000; work shop, \$10,000; employees' barracks, \$24,000; screen poles, \$5,000; small t anchorage and docks, \$4,500; office chronograph room and instruments, \$15,000; er system, \$5,000; telephone system, \$1,000; ranging stations, land, and shelters, 1,000; miscellaneous, \$25,500; steam locomotive or crane transfer, \$15,000. That makes a total of \$670,000 for the auxiliary station. The purchase of land on Cornwallis Neck at Indianhead, in order that we can test fuses, is \$80,000; shell pits, 1,000; chronograph lines, \$5,000; railroad tracks, \$150,000; rolling stock, \$25,000; phone system, \$5,000; shelters, \$10,000; land below Stump Neck, \$15,000; cellaneous, \$10,000.

Mr. KELLEY. That makes \$2,000,000?

Mr. Admiral EARLE. That makes \$1,000,000.

Mr. KELLEY. What is the other million?

Mr. Admiral EARLE. I cut everything down in order to bring it within the million.

Mr. VINSON. Judging from the itemized statement the land is estimated at \$150,000.

Mr. Admiral EARLE. \$150,000 plus \$80,000 for the land at Cornwallis Neck. That is so as to get rid of the people who are now living where shells fall around them.

Mr. LITTLEPAGE. Will it be necessary to purchase land to get rid of them if the shells close to them?

Mr. Admiral EARLE. It will; yes, sir. We have two or three long petitions recently the inhabitants on that particular peninsula asking us to either buy the land or to p shooting. They are all ready to leave in case we will give them a moderate price their land, but without us buying it they say there is no way for them to go anywhere else.

Mr. BRITTEN. Was this \$670,000 going into the auxiliary plant?

Mr. Admiral EARLE. \$670,000 and \$330,000 is going into the present plant.

Mr. BUTLER. In estimating this land at \$100 an acre, did you include the buildings it?

Mr. Admiral EARLE. No, sir; I did not. The buildings, there were several, estimated to be \$50,000.

Mr. HICKS. That is the reason I asked the question a few moments ago.

The CHAIRMAN. There is some of the land that has no buildings on it and some t that has. Some of the land will cost more and some less.

Mr. Admiral EARLE. It is mostly farm land and there are some farm houses on it.

Mr. BROWNING. What was it the admiral said about getting options on this land?

Mr. Admiral EARLE. We have options on some of it, but they are not binding ions in that I have not paid anything for them.

Mr. BROWNING. Then your options do not amount to anything?

Mr. Admiral EARLE. They amount to a scrap of paper.

Mr. BROWNING. What was the price put on the ground in the options you have en?

Mr. Admiral EARLE. It came within the \$100,000.

The CHAIRMAN. But this bill carries with it a provision that the President can e it over and pay so much and then let them go into the courts for the balance.

Mr. MIDD. It was not known as Dahlgren at that time; Dahlgren was not mentioned. It was merely a large tract of land purchased by the Government, which was afterward named Dahlgren.

Mr. PATTERSON. 500 or more employees at Indianhead signed a petition in which they asked me to present to the Secretary of the Navy saying that it was not necessary to remove from Indianhead the guns below 8-inch caliber. Do you recall that?

Mr. PATTERSON. Yes, sir.

Mr. MUDD. Do you agree with the petition?

Mr. PATTERSON. Yes, sir.

Mr. MUDD. The facts stated in the petition are entirely correct, in your opinion?

Mr. PATTERSON. Yes, sir.

Mr. MUDD. I should like to have the petition incorporated in the record.

(The petition referred to by Mr. Mudd follows:)

*To the honorable Members of the United States Senate and House of Representatives:*

We, the undersigned, respectfully petition the honorable Members of the United States Senate and House of Representatives to initiate means necessary to prevent the moving of the United States Naval Proving Ground from Indianhead, Md., to Dahlgren, Va.

We ask that you give the following facts your careful consideration, and trust that same will be deemed of sufficient moment and good reasoning to convince you of the rightful cause and justness of our claims:

The only real, vital need for an additional naval proving ground is that range work may be done at longer ranges than are now available at Indianhead. However, in view of the fact that there is danger to the inhabitants from flying fragments consequent to plate, shell, and fuse work, it is granted that it would be better to remove such work to a more remote location. However, during the past 30 years the proving of all manner of guns, plates, shell, and powders at Indianhead has not caused a single fatality, except among employees actually on duty in the proving ground area, and but one instance is recalled of damage to private personal property, the damage in question being negligible.

But with the above exceptions—that is, the comparatively small volume of the work that is admitted to be of a dangerous nature—we petition you as we set forth herewith that there is no logical reason why millions of dollars should be spent for equipment at Dahlgren that is now provided at Indianhead, and which would be obviously a total loss in the event of transfer of all proof work to Dahlgren, and we request that retention of such activities of the Indianhead Proving Ground at Indianhead as can best be performed there; that is, proof of all medium and minor caliber guns, powder, and ammunition; proof of star shell; proof of tracers; proof of such major caliber guns and powder as do not require high-angle fire; experimental work in ordnance which can not be carried on with larger caliber routine tests.

It is believed that it has been demonstrated that the location and general facilities at Indianhead for this class of work are unsurpassed. Ranging of shell in this comparatively narrow river (the Potomac) allows splashes to be properly observed as they can not be at Dahlgren. Stump Neck, as has been repeatedly shown, allows recovery of fired shell of all calibers, even the largest. The only place at Dahlgren where shell can be landed for recovery is at Blackstone Island, 30,000 yards away. This requires high velocity and elevation, causing the shell to bury itself to an extraordinary extent, thereby entailing great cost for recovery. With minor caliber shell it is out of the question to recover shell after firing. With medium caliber star shell work, recovery of shell or parachute is possible at Indianhead range and is not possible at Dahlgren.

The battery facilities and housing at Indianhead are already provided. At Dahlgren facilities other than for long-range work, plate shell, and fuse tests, together with housing for other employees, are yet to be provided, at a tremendous cost, which would be unnecessary with the retention of Indianhead Proving Ground for work within its capacity.

The work handled at Indianhead during the war is all the evidence necessary as to capacity and facilities, and the fact that Indianhead is now connected by rail with every source of supply of naval ordnance, it is without question the logical proving ground, if for no other reason than that of cost. In the event of a national emergency the proof work could be conducted with a dispatch that would be physically impossible at Dahlgren, and in the event of a cold winter and heavy freeze transportation to the Dahlgren station would virtually cease.

For many years the proving ground at Indianhead was seriously handicapped by the lack of transportation facilities and housing accommodations for its employees. During the late war this was entirely overcome by the construction of a steam railroad at a cost of about \$1,000,000, the erection of a new concrete dock and slip and connecting railroad spur at a cost in the neighborhood of \$1,000,000, and the erection of over 100 houses for employees at a cost of \$1,000,000.

To make Dahlgren serviceable and its operation practicable in case of war the same conditions as existed at Indianhead prior to the late war, only on a greatly exaggerated

would have to be surmounted, and owing to its greater distance from ordnance sources and difficulty of approach, the cost would be very much greater. owing to lack of appropriation of funds for employees' quarters at Dahlgren, Va., from the Indianhead Proving Ground are now about to be moved to Dahlgren,

copy of a petition signed by 456 persons.)

presented to the Hon. Sydney E. Mudd, M. C., and the Hon. O. E. Weller, United States Senate, by the following committee: C. N. Dement, N. T. Dutton, F. D. Cary, J. M. Carpenter, W. W. Farnum, R. W. Bellman, R. Dement, W. R. Hall, J. M. Dement.)

C. N. DEMENT, *Chairman.*

r. MCCLINTIC. I want to ask if we have any other place other than Dahlgren in the United States where 16-inch guns could be fired and the projectiles recovered?

r. PATTERSON. Sixteen-inch guns fired and the projectiles recovered?

r. MCCLINTIC. Yes, sir.

r. PATTERSON. At Indianhead at certain elevations we can fire.

r. MCCLINTIC. Have we any other place where the range can be tested; that is, relating to 16-inch guns?

r. PATTERSON. Do you mean owned by the Government or by anybody?

r. MCCLINTIC. By the Government.

r. PATTERSON. No, sir; they have no other proving ground.

r. MCCLINTIC. I have been told by one of the officers of the Navy that by firing projectiles at Dahlgren to Blackstone Island, thereby being able to recover the same, that it has been found that the firing had a certain effect on the shell, with relation to accuracy, and by having the opportunity of testing the range they were able to correct certain defects with relation to the shape of the projectile, thereby bringing about more efficiency in aiming, and so forth? In other words, is it not necessary that we have some place where we can fire 16-inch guns at a long distance and then recover the projectile in order to determine whether the aiming machinery is correct?

r. PATTERSON. You have confused two things.

r. MCCLINTIC. All right.

r. PATTERSON. So far as a long range is concerned to determine whether the shell will do during the flight you are correct, but it is not necessary to recover those shells after they have gone this enormous distance. You simply spot where the shell has dropped into the water and that gives you the range. It is not necessary to recover the shell. If you want to do that you might do it at short ranges where you will get all that you need.

r. MCCLINTIC. It is not necessary to recover the shell in order to ascertain the effects?

r. PATTERSON. No, sir.

r. HICKS. We understood that there was stress and strain in the firing of the long range, because they were not able to recover the projectile on the shell to see the effect. Is a long range required for that?

r. PATTERSON. No, sir.

r. HICKS. It can be done on a short range?

r. PATTERSON. Yes, sir. If you fire a shell with high velocity it is going to keep on going when it strikes the ground.

r. MCCLINTIC. If it is true that it is not necessary to have a long range in order that you might recover the projectile, then, in your

opinion, you can test the 16-inch guns, if you provide proper conditions, at Indianhead just as well as at Dahlgren?

Mr. PATTERSON. You can recover the shell on a short range; there is no possibility of getting the data on the long ranges at Indianhead. There is no question in my mind but what you need a long range.

Mr. McCLINTIC. If your statement is true, then you can get data on long distances after the gun is placed on a ship?

Mr. PATTERSON. That is a question. I do not know what accuracy will be sufficient. When you place a gun on a firm foundation it is a whole lot different from placing it on the ship. When the ship is in calm water, you can, perhaps, get the data, but that is not getting much against the data on land.

Mr. SWING. You stated awhile ago that they had accepted a number of guns fired at an 8-degree elevation where the gun was constructed to fire at a 15-degree elevation. What is the maximum degree at which naval guns are built to fire?

Mr. PATTERSON. I think they are talking now of shooting at angles of 30, 38, and 40 degrees.

Mr. SWING. Would firing one of these guns at an angle of 30 degrees be an efficient test of what it would do if fired at an angle of 38 degrees?

Mr. PATTERSON. It would not be a sufficient test of the mechanism.

Mr. SWING. That is just as much a part of the gun as the mechanism.

Mr. PATTERSON. Yes, sir.

Mr. SWING. And it is just as important to test that?

Mr. PATTERSON. Yes, sir.

Mr. SWING. Do you test the carriage at the same time?

Mr. PATTERSON. Yes, sir.

Mr. SWING. Is there any difference in the strain and stress on the gun at the discharge of the gun as to where the shell would fall, fired at an angle of 8 degrees as compared to an angle of 15 degrees or 30 degrees?

Mr. PATTERSON. Most of that is the result of the mechanism. I can tell you something which happened with the large guns when they started shooting at Dahlgren. Just as soon as we got above a certain elevation we found that the recoil cylinders were not properly adjusted; that is the spring. It was only a question of changing the spring to get a sufficient recoil at a high elevation. That never would have been discovered unless they had the facilities. There was a development which had to be taken care of.

Mr. BUTLER. You will find the history and the estimates of the cost when the original report was made. This was under date of January 20, 1918. It is the report to accompany H. R. 10783 and is No. 394.

Mr. HICKS. The hearings before the Naval Affairs Committee, beginning at page 73, give a full account of this new location, the ground and the argument why the change should be made from Indianhead to this new location; gives the estimates and cost of that kind.

Mr. BUTLER. What is the date of that hearing?

Mr. HICKS. Early in January, 1918.

BUTLER. In this report the estimates were made on March 18. You will find in this report an estimate for Cornwallis

KRAUS. I would also call attention to the hearing by the committee on Appropriations on the first deficiency act, 1919, held October 4, 1918, pages 688 and 689.

STEPHENS. Can you tell us why the Government purchased Cornwallis Neck?

PATTERSON. Cornwallis Neck is a portion of the point of land between the river and Mattawoman Creek, just south of the proving ground.

McCLINTIC. At Indianhead?

PATTERSON. Yes, sir. We formerly owned this narrow strip of land right across the isthmus at Cornwallis Neck. It really was a fragment of land and we bought below that, because these fragments of land were going that way and the property owners down there were in jeopardy.

MUDD. The idea was to insure safety of residents from the danger of flying fragments?

PATTERSON. Yes, sir.

MUDD. How many acres of land?

PATTERSON. Approximately 1,300.

MUDD. Cornwallis Neck was bought before the property at Indianhead was bought?

PATTERSON. I think the proclamation included both places at the same time.

MUDD. That is true, but it is my impression that this committee appropriated the purchase money for Cornwallis Neck before Indianhead was mentioned.

HICKS. I think they came in on the same bill.

PATTERSON. Both in the same bill.

STEPHENS. Why was the upper dock at Indianhead built?

PATTERSON. We had no railroad facilities. All the material had to be brought down there from the navy yard had to land in the valley in front of the guns. We thought that if we had a railroad back of the battery there would be no interference with the battery work, and we could do two or three times as much as we could under those conditions.

STEPHENS. Do you know the estimated cost?

PATTERSON. I saw an old estimate not long ago. It was so much less than the real cost that I do not think it was worth much, \$100,000.

STEPHENS. When was the new proving ground considered necessary?

PATTERSON. The first talk of a new proving ground, according to my recollection, was as far back as 1902, and they have been talking ever since.

STEPHENS. What was the original plan relative to the proving ground?

PATTERSON. They had no real plan established. There was those days the fishermen's rights which caused a great deal of trouble. People were afraid and they thought they might have some trouble. There was no real trouble. It was more talk than anything else.

Mr. STEPHENS. How much duplication of facilities and is made necessary by the establishment at Dahlgren?

Mr. PATTERSON. All facilities have to be duplicated, in to furnishing a power house, to take care of all those things were in part furnished by the powder factory.

Mr. STEPHENS. And a machine shop?

Mr. PATTERSON. Everything.

Mr. STEPHENS. How many men are employed in the machine shop?

Mr. PATTERSON. I do not know.

Mr. MUDD. They would have to build storehouses for the powder.

Mr. PATTERSON. I figure that they would need 3,000,000 pounds of storage.

Mr. MUDD. You have not that now?

Mr. PATTERSON. No, sir.

Mr. MUDD. We would be called upon to appropriate money for it.

Mr. PATTERSON. They have only two magazines at the present time.

Mr. STEPHENS. Do you know anything about the entrance into Dahlgren?

Mr. PATTERSON. What feature?

Mr. STEPHENS. Do you know how many feet there are?

Mr. PATTERSON. I do not know. Barges can get in.

Mr. STEPHENS. Barges, of course, but tugs—a boat with a particular draft can not get in?

Mr. PATTERSON. Not over 15 feet draft; something like 12 feet.

Mr. HICKS. I know it is outside of your line, but have you any knowledge or idea of what it would cost to build an anvil chamber to take care of the 3,000,000 pounds of powder at the present time?

Mr. PATTERSON. No; I can not give you any estimate but the prices of labor and material vary so much; no man living could give you an estimate.

Mr. HICKS. It would be over \$100,000?

Mr. PATTERSON. Yes, sir; a large sum of money.

Mr. STEPHENS. How many officers are located at the proving ground at Indianhead?

Mr. PATTERSON. Something like 32; I can not give you an exact number.

Mr. STEPHENS. How many naval officers would it require to run Indianhead with the work as it is?

Mr. PATTERSON. The amount of work we have to do at the proving ground is not any greater than it used to be.

Mr. STEPHENS. How many were there years ago?

Mr. PATTERSON. Two line officers and two noncommissioned officers.

Mr. STEPHENS. Four officers?

Mr. PATTERSON. Yes, sir; that was in the proving-ground days.

Mr. STEPHENS. The conclusion would be that four officers would be enough now to run Indianhead.

Mr. SWING. There are now some officers at Dahlgren. I mean to direct the witness's attention to the amount of powder they have done at Indianhead or to the total amount of powder done by the Navy at present?

Mr. STEPHENS. The amount of work that is done now at Indianhead and within the past two or three months. I mean in the past three or four months. They have not moved to Dahlgren yet, just moving.

r. SWING. They are proving right now at Dahlgren. Would that make any difference in your answer?

r. STEPHENS. Of course, if they have two places, it will take

r. SWING. Would that make any difference in your answer?

r. PATTERSON. No, sir.

r. MUDD. The work these officers do to-day is the same work has always been done for 20 years by civilians at the head of the various shops and bureaus down there?

r. PATTERSON. That is all we had outside of two line officers and noncommissioned officers.

r. MUDD. If you go back to the old system when civilians were in charge of these shops, in your opinion, how many officers could we have gotten along with from Indianhead?

r. PATTERSON. I am speaking of the proving ground. I have never answered any question regarding the powder factory. You have a doctor and a paymaster at Indianhead. They are not counted in the working force, they are the staff. In the powder factory we have one officer.

r. MUDD. You had a big lay off of men recently?

r. PATTERSON. Yes, sir.

r. MUDD. Who determines the efficiency and ratings of these men?

r. PATTERSON. The leading men and quartermen actually in charge send in a list of the marks.

r. MUDD. They make their report to the commanding officer?

r. PATTERSON. Yes, sir.

r. MUDD. And the commanding officer has the power to veto any recommendation taken by the leading men?

r. PATTERSON. Yes, sir; he has authority to override any recommendation anybody makes.

r. MUDD. Whom do you think knows more about a man's efficiency, the quartermen or the commanding officer?

r. PATTERSON. I think when he objects to some recommendation that is made he usually has very good cause for it. The leading men will not know that a man that he recommends for discharge has a bad military record or he will not know that there is a record of his inefficiency or something that comes up in the office that he has no knowledge of.

r. McCLINTIC. Is it not a fact that they are testing more guns at Dahlgren than at Indianhead?

r. PATTERSON. At the present time they are testing more guns at Dahlgren, but not any more than they used to test at Indianhead.

r. McCLINTIC. If they have 30 men at Indianhead, is it contemplated to have 30 or more men at Dahlgren?

r. PATTERSON. I think they have something like 17 down there. In the last two months I think I counted that number, about 17.

r. MUDD. They are constructing some very handsome houses at Dahlgren?

r. PATTERSON. A few; not enough to house 17 officers.

r. McCLINTIC. Is it not a fact that you could put all of the 17 officers in one building and still have room to spare?

r. PATTERSON. An officer has a certain allowance for rooms for himself, according to his rank.

Mr. McCLINTIC. Yes; that is true.

Mr. STEPHENS. Is it your opinion that there will have to be officers' houses built down there to accommodate the officers?

Mr. PATTERSON. Either that or they will have to take the houses already built.

Mr. STEPHENS. Is any part of their pay charged to the powder?

Mr. PATTERSON. As an overhead charge?

Mr. STEPHENS. Yes, sir.

Mr. PATTERSON. It is.

Mr. STEPHENS. The pay of the officers?

Mr. PATTERSON. Yes, sir.

Mr. SWING. Is that a deduction from the officer's base pay or allowance?

Mr. PATTERSON. It is an overhead which we put on the powder. It has nothing to do with his pay. For instance, in 1920 the member that expenditures must be made by appropriation. The charges must be made according to the naval law. We have expenditures which we can charge to the powder factory. We cannot put an officer's pay on the powder cost, because there is no way you can carry it on the books. These overhead charges are simply what a private firm would have to do if working under the same conditions. We try to make all the charges which a private firm would make. We can only do that by showing—

Mr. STEPHENS (interposing). But you do charge up a part of the pay to the powder?

Mr. PATTERSON. Yes, sir. There are items of overhead which we can not in any possible way charge to the powder. There are the powder boxes in which the powder is packed—these are items, administration, that is the officers' pay and allowance, bonus, disability pay, which we pay to the men, expenses of other appropriations, those are minor charges which we possibly get in on account of the appropriation, depreciation of rejected powder, experiments, purchasing expense, tug and service—that is, getting the material from the Washington Navy Yard, and freight. Those are all items of overhead and are of all kinds, both raw and finished. We try to get in the overhead charge everything that a private firm would have to pay out for.

Mr. STEPHENS. That is a charge against the powder?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. Can you give us that statement for the record?

Mr. PATTERSON. This is last year's report. I should like to send you a copy, if that will do.

Mr. STEPHENS. That will do.

Mr. PADGETT. If I understand, it was stated by Admiral Latham and others that in the manufacture of powder they kept the accounts of the direct charges that entered into the cost of the powder. They kept what was known as the red ink charge, in which were included those items which you have just mentioned?

Mr. PATTERSON. Yes, sir.

Mr. PADGETT. Then the items you have mentioned are known as red ink items, which would be charged by a private manufacturing powder, but they enter the general list of items



is not chargeable to the manufacture of powder under the appropriation?

Mr. PATTERSON. Yes, sir.

Mr. PADGETT. That is correct?

Mr. PATTERSON. Yes, sir.

Mr. PADGETT. You keep two accounts, one showing the full cost, including interest on the investment, overhead charges, officers' salaries, apportioned to the manufacture of powder, and then a direct charge for the powder is kept in a separate account?

Mr. PATTERSON. Yes, sir.

Mr. STEPHENS. The repairs of officers' homes and upkeep of the rounds comes in here?

Mr. PATTERSON. Yes, sir; charged to other appropriations.

Mr. STEPHENS. Do you know how much the upkeep of officers' homes amounts to?

Mr. PATTERSON. I can not tell you; I have not that.

Mr. STEPHENS. You have not that information?

Mr. PATTERSON. No, sir.

Mr. STEPHENS. We thank you very much, Mr. Patterson.

NAVAL PROVING GROUND,  
Indianhead, Md., August 3, 1921.

Memorandum for chairman of Ordnance Subcommittee, House Naval Committee.  
1. As directed by you, I am forwarding an abstract of the report of the powder factory on the cost of powder for the fiscal year 1919-20, showing overhead charges and how arrived at, as quoted in my testimony before the committee.

G. W. PATTERSON,  
Powder Expert.

*Abstract from powder cost report, powder factory, naval proving ground, fiscal year 1919-20.*

Overhead cost:

1. Powder boxes.....	\$0. 016455
2. Administration (officers' pay and allowances).....	. 008558
3. Pension (disability pay).....	. 000347
4. Expense charged to other appropriations.....	. 081601
5. Depreciation.....	. 183093
6. Insurance.....	. 006024
7. Rejected powder.....	. 000000
8. Experiments.....	. 000000
9. Purchasing expense.....	. 003807
10. Tug and barge service.....	. 027052
11. Freight.....	. 012706
Total overhead.....	<u>. 339643</u>

Overhead items include expenditures other than shop cost. Some of these items are from Ordnance appropriations and some from other appropriations.

Analysis of items in overhead cost:

1. Powder boxes (a box contains 110 pounds of powder and is assumed to be good for three shipments: $110 \times 3 = 330$ pounds, at \$5.43 per box = \$0.016455).	
2. Administration (officers' pay and allowances):	
One-half, inspector, paymaster, and surgeon.....	\$9, 737. 46
Three-fourths, assistant inspector.....	4, 200. 48
One-fourth, powder gunner.....	1, 107. 45
One-half, assistant paymaster and assistant to senior assistant, engineer assistant, and officer.....	9, 909. 80
Total.....	<u>24, 955. 19</u>

Per pound of powder, \$0.008558.

## Analysis of items in overhead cost—Continued.

3. Pensions (disability pay): The total for the year, \$1,013.41. or \$0.000347 per pound of powder.
4. Expense charged to other appropriations or jobs not already included:

Watchmen.....	
Handling refuse, one-half.....	
Care of carts and wagons.....	
Care of live stock, one-half.....	
Care of grounds, one-half.....	
Care of roads and walks, one-half.....	
Care of cottages, one-half.....	
Care of launches, one-fourth.....	
Heating and lighting offices, one-eighth.....	
Marine guard.....	
Care of Washington telephone lines, one-half.....	
Care of offices, one-half.....	
Care of laboratories.....	
Cleaning grounds, powder factory.....	
Photo work.....	
Repairs, blending tower No. 1.....	
Repairs, fire-pump station, one-half.....	
Repairs, nitric acid house floor.....	
Repairs, boilers.....	

Total.....

Per pound of powder, \$0.081601.

5. Value of investments and depreciation:

Land.....	
Buildings, improvements, machinery, tools, and equipment.....	
Plant value.....	
Depreciation of improvements, buildings, machinery, tools, etc. (7 per cent).....	
Depreciation per pound of powder, \$0.183093.	

6. Insurance:

Fire loss.....	
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Insurance per pound of powder, \$0.006024.

7. No lots of powder rejected.
8. Experiments: All experimental work is already charged directly to manufacture and appears in shop cost.
9. Purchasing expense:
- |   |  |
|---|--|
| Estimated printing and advertising..... |  |
| Estimated clerical work.....            |  |
| Estimated officers' work.....           |  |

Total.....

Per pound of powder, \$0.003807.

10. Tug and barge service: Total cost of tug and barge service was \$157,764.55, one-half of which amount is considered a fair amount for powder-factory work; one-half of \$157,764.55.....

Per pound of powder, \$0.027052.

11. Freight:

Shipped by rail (2,718,236 pounds).....	
For valley use (197,691 pounds).....	

Total (2,915,927 pounds).....

One-half total demurrage.....

Per pound of powder, \$0.012706.

<sup>1</sup> This figure is the best estimate that can be made and is subject to correction by inventory item must be lumped, as the Yards and Docks office has so far been unable to separate building machinery and equipment values on new work of the past two years.

\* None.

# STATEMENT OF MR. J. M. DEMENT, INDIANHEAD PROVING GROUND.

- r. STEPHENS. What is your position at Indianhead?
- r. DEMENT. Ballistician.
- r. STEPHENS. What are your duties?
- r. DEMENT. My duties are general ordnance work, or ballistics.
- r. STEPHENS. Have you something to do with the proving of the
- r. DEMENT. Yes, sir.
- r. STEPHENS. What particular work do you do in the proving of
- r. DEMENT. My particular work is observation of the velocity of
- r. MUDD. You are in the laboratory?
- r. DEMENT. In the physical laboratory.
- r. HICKS. You are not an outside man?
- r. DEMENT. No, sir; I am an inside man.
- r. HICKS. You take the figures which they give you and work
- r. DEMENT. That is just one part of my work. That comes in
- r. STEPHENS. Proving of guns?
- r. DEMENT. All of that; the proving of shells, primers, the gun
- r. STEPHENS. Do you keep a record of it?
- r. DEMENT. The record is kept there at Indianhead.
- r. STEPHENS. When the firing is done, are you present?
- r. DEMENT. I am not present at the actual firing; only in the
- r. STEPHENS. Where do you get your figures?
- r. DEMENT. The figures come from the bomb prover—the proving
- r. STEPHENS. Is he a naval officer? And what is his rank?
- r. DEMENT. Yes, sir. He is a lieutenant. He is the proof
- r. STEPHENS. He gives you these figures?
- r. DEMENT. It is done under his charge by civilians.
- r. STEPHENS. What civilians are under his charge?
- r. DEMENT. Most of them are rated as ordnance men.
- r. STEPHENS. About how many?
- r. DEMENT. I think they have about 20 ordnance men. They
- r. STEPHENS. How long have you been at Indianhead?
- r. DEMENT. Seventeen years as a resident.
- r. STEPHENS. Do you know all about guns?

Mr. DEMENT. Pretty much, I think sir. Of course, I want to explain about the other work. We have theoretical work. That is not all of my work. I work in conjunction with Mr. Patterson in connection with powder work, in designing powder. We do that at Indianhead.

Mr. STEPHENS. In the proving of guns at Indianhead is it your opinion that the proving grounds there are sufficient to prove up to the 16-inch guns?

Mr. DEMENT. They have been, sir, up to 1918 when they started to firing them at Dahlgren.

Mr. STEPHENS. Then they started to firing them at Dahlgren in 1918?

Mr. DEMENT. Not the 16-inch gun. The movable mounted tractors were the ones they fired there in 1918.

Mr. STEPHENS. Is it necessary to have a gun fired at its full range in order to prove it at full elevation?

Mr. DEMENT. My opinion is that it is not necessary; also the records at the proving ground show that they do not do that.

Mr. HICKS. I did not get that. Did you say that it was or was not necessary?

Mr. DEMENT. It is not, and the records for the last few months at the proving grounds show that most of their work has been done at the same elevation as was used at Indianhead.

Mr. STEPHENS. Most of the work at Dahlgren has been done at the same elevation as at Indianhead?

Mr. DEMENT. Yes, sir.

Mr. McCLINTIC. In other words, the work at Dahlgren is duplication of the work at Indianhead?

Mr. DEMENT. Yes, sir; with some exceptions. When we want to shoot a long way we could not do it at Indianhead. Of course, that is the result of the proving ground.

Mr. McCLINTIC. What is the reason for shooting a long distance?

Mr. DEMENT. The reason was to find out how far these different projectiles would go at these long elevations. We never knew before we fired them.

Mr. PADGETT. Is it not a fact that for years and years the Chief of Ordnance, Admiral Earle and his predecessor, were advocating the securing of ground so that they would have opportunity to test guns of longer range than they have at Indianhead, and on account of interfering with shipping—was that not brought to the attention of the committee time after time, year after year?

Mr. DEMENT. There was very little said except when the war came on.

Mr. PADGETT. Oh, no; it was brought up here before the war.

Mr. DEMENT. That was our experience there. If it had not been for the war we would probably have had a long-range proving ground.

Mr. PADGETT. Dahlgren was brought to the attention of the committee for years before the war.

Mr. MUDD. Was not that for larger guns, 12 and 16 inch caliber?

Mr. PADGETT. For the larger caliber, 12 and 16 inch guns.

Mr. STEPHENS. Why did the Government purchase Cornwallis Neck?

Mr. DEMENT. I always thought for fuse battery. In fact, during the war we had a fuse battery on it.

Mr. MUDD. Do you believe that we can prove small guns as satisfactorily at Indianhead as at Dahlgren and at less expense to the Government?

Mr. DEMENT. I do not think there is any question about it.

Mr. MUDD. How many of your force in your department have been notified that they would be moved to Dahlgren? Have you received the notification personally?

Mr. DEMENT. I personally have not, no, sir. All my force except myself have been notified.

Mr. MUDD. Has your assistant been notified?

Mr. DEMENT. Yes, sir.

Mr. MUDD. How many men?

Mr. DEMENT. I had four men and a lady in my department. They have all been notified to move to Dahlgren.

Mr. MUDD. How does a man with a family go to Dahlgren? Does he have to come down and spend the week, or does he return to his family each day?

Mr. DEMENT. No, not each day. There is no connection each day between Dahlgren and Indianhead.

Mr. MUDD. For instance, take a laboring employee who has worked for 10 years, has built a little home, for which he has only partly paid, and is forced to give up his position at Indianhead and go to Dahlgren, and he is unable to return home except every Sunday. What facilities would he have for getting home and back to Dahlgren? They do not see their families except on Sundays, do they?

Mr. DEMENT. No. They have no means of transportation available.

Mr. MUDD. What kind of transportation do they have?

Mr. DEMENT. The only means now is by boats, sub-chasers.

Mr. MUDD. Suppose they want to come up on the Maryland side of the river, what time do they have to get up in the morning at Dahlgren?

Mr. DEMENT. I do not know, sir.

Mr. MUDD. There is a railroad that comes north, through Charles County from Popes Creek, directly across from Dahlgren. Many of the employees have their homes in this county. The morning train leaves Popes Creek about 5 a. m., which would require these employees to leave Dahlgren at about 3 a. m.

Mr. STEPHENS. Do you know of any supplies that have been notified from Indianhead to Dahlgren?

Mr. DEMENT. No, sir.

Mr. STEPHENS. You do not know of any cement, lumber, or anything else?

Mr. DEMENT. No, sir.

Mr. STEPHENS. That was charged up and sent to Indianhead and delivered over at Dahlgren?

Mr. DEMENT. No, sir.

Mr. MUDD. Has Mr. Patterson direct charge of this testing of guns and powder?

Mr. DEMENT. No, sir. He is the powder expert.

Mr. MUDD. How long has he been at Indianhead?

Mr. DEMENT. I think he came in 1900.

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Mr. STEPHENS. That is all, Mr. Dement, unless you have information you want to give us that we have not touched.

Mr. DEMENT. Well, the only thing I would say, sir, in regard to proving ground at Dahlgren is one question that must ever be looked into, and that is transportation and interference with the fish and oyster industry in the Potomac River. It used to be that we did not know how it is since the war came and a civilian does not know very much right anywhere—but years ago at Indianhead a fisherman went into the river and laid his net we had to wait until he got away.

That is only a thousand times worse at Dahlgren, because there are thousands of fishermen and oystermen there that we do not touch at Indianhead.

Mr. MCCLINTIC. You do not shoot any projectiles into the river at Indianhead, do you?

Mr. DEMENT. Oh, yes, sir.

Mr. STEPHENS. What is the transportation difficulty in regard to Dahlgren?

Mr. DEMENT. The only means a person has now is by rail to Morgantown, and then by boat from there to Dahlgren.

Mr. STEPHENS. How far is it from Morgantown to Dahlgren?

Mr. DEMENT. Five miles by boat.

Mr. STEPHENS. How far from Indianhead to Morgantown?

Mr. DEMENT. I would say about 25 miles.

Mr. STEPHENS. On the other side, or the Virginia side, is there any means of transportation on that side?

Mr. DEMENT. The nearest railroad, I think, is 40 miles.

Mr. STEPHENS. How long does it take a tug or barge, or a fleet of barges with ordnance on them, to go from Indianhead to Dahlgren?

Mr. DEMENT. It depends on how many barges we have. I should say, at least six hours with one barge.

Mr. STEPHENS. They run pretty lively if they go that fast?

Mr. MCCLINTIC. How much coal would it take?

Mr. DEMENT. I do not know, sir.

Mr. MUDD. We would have to dredge a pretty good channel to Dahlgren if we want to dock a ship of any good size, would you?

Mr. DEMENT. Yes, sir. I understand now the substance of the mud in coming out the channel. The channel was dredged but the tide running across at right angles to the channel.

Mr. MCCLINTIC. Who dredged it out?

Mr. DEMENT. The Ordnance Department.

Mr. MCCLINTIC. Since we have started Dahlgren?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. In your opinion, how many officers would be absolutely necessary at Indianhead to run the whole station? Have you been run within the last four or five months?

Mr. DEMENT. Do you mean the ordnance end of it?

Mr. STEPHENS. I mean all of it. How many naval officers would you have, in your opinion, can run that whole business at Indianhead?

Mr. DEMENT. Five.

Mr. STEPHENS. How many have you now?

Mr. DEMENT. I just counted 24, sir. I do not know whether that is all of them or not.

Mr. STEPHENS. Well, you missed it about 12.

- r. DEMENT. I counted 24 awhile ago while sitting out there.
- r. STEPHENS. You count pretty well—if you had just kept on.
- r. DEMENT. I admit, sir, I do not know the names of all of them.
- r. MUDD. Under your present system at Indianhead you have difficulty in the recovery of shells and observation of splashes at Indianhead, have you?
- r. DEMENT. No, sir.
- r. MUDD. Where do they recover shells at Dahlgren?
- r. DEMENT. Nowhere; Blackistone Island has been observed.
- r. MUDD. Do they recover shells at Blackistone Island?
- r. DEMENT. They recover shells there, but the cost would be prohibitive.
- r. STEPHENS. Do you have any idea how much it would cost to recover that shell?
- r. DEMENT. No, sir; I was not down there, but I understood they had to build cofferdams while they were digging the shell out.
- r. STEPHENS. In firing at Dahlgren and recovering the shell there, which requires a high elevation and high velocity—
- r. DEMENT. Yes, sir.
- r. STEPHENS. That causes the shell to bury itself very deep in the sand and makes it very difficult to recover, does it not?
- r. DEMENT. Yes, sir; in fact the range there is 30,000 yards.
- r. STEPHENS. Do you know how much they have spent for officers' quarters at Indianhead since 1917? They have built new officers' quarters there, have they not?
- r. DEMENT. Oh, yes, sir; they have built quite a few.
- r. STEPHENS. You do not know what it cost?
- r. DEMENT. No, sir.
- r. STEPHENS. I would say we have a statement of that from the Chief of Yards and Docks as to the amount of money that was expended since 1917 for officers' quarters and other quarters at Indianhead. We also have a statement as to the amount expended at Dahlgren for officers' quarters and homes. I guess that is all, unless you have a statement to make.
- r. DEMENT. The only statement I would make, sir, is that last May morning before the Naval Committee arrived at Indianhead we fired a 12-inch gun and we expect to prove a 14-inch 50 this coming May, showing you that it can be done at Indianhead.
- r. STEPHENS. Satisfactorily?
- r. DEMENT. Absolutely.

#### STATEMENT OF MR. ROGER DEMENT, INDIANHEAD PROVING GROUND.

- r. STEPHENS. Is there any particular information that you can give us? Of course, you do not know what Mr. J. M. Dement gave us.
- r. MUDD. All that we want from Mr. Roger Dement is information concerning the testing of guns at Indianhead. You are assistant ordnance officer, are you not?
- r. DEMENT. Yes, sir.
- r. STEPHENS. Is it your opinion that at Indianhead all guns up to 16-inch can be properly proven?
- r. DEMENT. Yes, sir.

Mr. STEPHENS. You can prove them?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. Is there a difference between proving a gun and ranging a gun?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. You can not range a 16-inch gun at its full capacity at Indianhead, can you?

Mr. DEMENT. No, sir.

Mr. STEPHENS. But that has nothing to do with the proving of the gun?

Mr. DEMENT. No, sir.

Mr. STEPHENS. Have any accidents happened at Indianhead within the last 20 years; by any means?

Mr. DEMENT. What do you mean?

Mr. STEPHENS. Any accident, by flying fragments of proving armor plate or guns.

Mr. DEMENT. The other day they had an accident while I was in the hospital. I was told by Mr. Patterson, who came in there, that they had had an accident within the last few days.

Mr. STEPHENS. Were there any accidents prior to this to your knowledge?

Mr. DEMENT. No, sir; not to my knowledge.

Mr. STEPHENS. There has been no harm to the people who live there up to the present time, or any danger.

Mr. DEMENT. No, sir; not to my knowledge. As far as fragments are concerned, we never were bothered with it. Now and then one would get out.

Mr. STEPHENS. They can screen these?

Mr. DEMENT. Oh, yes, sir.

Mr. STEPHENS. Do you think they can make it perfectly safe if they would do it?

Mr. DEMENT. That is my opinion.

Mr. MUDD. Cornwallis Neck was for the purpose of preventing danger from flying fragments, was it not?

Mr. DEMENT. That is what I thought. There are 1,160 acres down there and if they want to put any butts they can put the butts on that neck, 6 miles on one side and 6 miles on the other.

Mr. MUDD. And there will be no danger whatever?

Mr. DEMENT. And there will be no danger whatever.

Mr. MUDD. Cornwallis Neck is right on the river?

Mr. DEMENT. Yes, sir. I believe all that is down there is a little pig farm.

Mr. MUDD. You have read the petition signed by five hundred or more employees at Indianhead, protesting against moving the small caliber of guns to Dahlgren, have you not?

Mr. DEMENT. Yes, sir.

Mr. MUDD. Do you think the statements contained therein are correct?

Mr. DEMENT. I have not studied it to say they are entirely correct.

Mr. MUDD. Is it your opinion that we can satisfactorily test 8-inch guns at Indianhead?

Mr. DEMENT. I think we can test them all, Mr. Mudd.

Mr. MUDD. At Indianhead?

Mr. DEMENT. Yes, sir.



r. MUDD. At a saving to the Government?

r. DEMENT. Yes, sir. You take the question of transportation. We have just had a railroad put in there, at a cost, I think, of \$100,000, and we had a new dock put in there to take care of these cities.

r. MUDD. What did that cost?

r. DEMENT. I would say a million dollars.

r. MUDD. What was that for? To bring the freight in there?

r. DEMENT. To bring the freight in from White Plains when the river froze. That is the great trouble we have had since I have been here, 16 years.

r. MUDD. You have been there when the river froze?

r. DEMENT. Yes, sir.

r. MUDD. When they had 16 inches of ice?

r. DEMENT. Yes, sir.

r. MUDD. Were there any difficulties of navigation?

r. DEMENT. A great deal.

r. MUDD. What trouble did you have then with testing guns?

r. DEMENT. We did very little testing.

r. MUDD. Then you would have to test them at Indianhead, would you not?

r. DEMENT. I think we would have to do it.

r. MUDD. Have you been notified to move to Dahlgren?

r. DEMENT. I have received notice to go there.

r. MUDD. For what purpose?

r. DEMENT. I suppose to take charge of the laboratory. I did receive notice to take charge of it. I presumed I was.

r. MUDD. Have you a home at Indianhead?

r. DEMENT. I rent a home that belongs to the Government.

r. MUDD. You are a married man, are you?

r. DEMENT. Yes, sir.

r. MUDD. Would you lose your rating if you were taken to Dahlgren?

r. DEMENT. I do not know whether I would lose my rating or not. I know all of us have been cut in our pay, and also Indianhead has increased the rents within the last two or three weeks. I am not worrying about my rent, but some have increased and others have been decreased. I am not kicking on our rent, just the principle of it, while our wages are reduced, to increase the rents; it would look naturally as if you decrease a man's wages that the rents would not increase. I have a nice home and I am comfortably fixed at Indianhead. I could say I have one of the prettiest places in Indianhead.

r. KRAUS. What rent do you pay?

r. DEMENT. \$16 a month.

r. KRAUS. How many rooms have you?

r. DEMENT. Five rooms and bath. Since you asked that question there are other people paying about \$20 a month that are living in houses that cost about \$20,000. My house was taken over during the war and I do not guess they paid \$2,000 for it—if you want to make a comparison there.

r. KRAUS. This change in rental was a readjustment; that is, the rents were increased and some were lowered.

r. DEMENT. The proper point of it was some of them said they thought they should take a part off of them and put it on us.

Mr. MUDD. For years and years down there the shops were run by civilians, were they not?

Mr. DEMENT. Yes, sir.

Mr. MUDD. They were not run by officers?

Mr. DEMENT. No. Officers head all of them now.

Mr. MUDD. Do you think officers could run them as efficiently as civilians?

Mr. DEMENT. I would not think so. The civilians are there year to year and the officers come and go.

Mr. MUDD. That is all unless you have something to say.

Mr. DEMENT. That is all except the living conditions at the station. I think are as bad as they could be.

Mr. MUDD. The men sleep in quarters, sleep in bunks, on the one side and one above the other.

#### STATEMENT OF MR. E. E. EVANS, OF INDIANHEAD MILITARY GROUND.

Mr. STEPHENS. You are the storekeeper, are you?

Mr. EVANS. Yes, sir.

Mr. STEPHENS. How long have you been there?

Mr. EVANS. Twenty-nine years.

Mr. STEPHENS. How many employees were in the store before the war?

Mr. EVANS. Three clerks in the house proper and a number of laborers.

Mr. STEPHENS. How many have you now?

Mr. EVANS. In the issuing section I have 6 and about 10 in the store.

Mr. STEPHENS. Where before you had three you now have 16?

Mr. EVANS. Yes, sir.

Mr. STEPHENS. And before the war you had how many?

Mr. EVANS. About five.

Mr. STEPHENS. Now you have how many?

Mr. EVANS. I should think 10 or 12.

Mr. STEPHENS. Are you asking for more clerks? You are asking for more personally?

Mr. EVANS. No, sir.

Mr. STEPHENS. Do you know of any request for more clerks at your place?

Mr. EVANS. No, sir.

Mr. STEPHENS. Do you have a supply officer other than the quartermaster?

Mr. EVANS. Yes, sir; we have the assistant supply officer.

Mr. STEPHENS. Who is the assistant supply officer?

Mr. EVANS. Lieut. (Junior Grade) Kernard.

Mr. STEPHENS. What is his business?

Mr. EVANS. He supervises principally the purchasing section.

Mr. STEPHENS. Purchasing stores and so on?

Mr. EVANS. Yes, sir.

Mr. STEPHENS. Are you under his orders?

Mr. EVANS. Yes, sir.

Mr. STEPHENS. Does this officer help the efficiency of the storehouse in any way?

r. EVANS. He gives the orders.

r. STEPHENS. As to efficiency there is no particular addition?

r. EVANS. Sir?

r. STEPHENS. In other words, they could run just as well without him?

r. EVANS. We always did, sir.

r. STEPHENS. Always did until recently.

r. EVANS. Yes, sir.

r. STEPHENS. You are the practical man there and understand business?

r. EVANS. Yes, sir; I have been in connection with that department 29 years.

r. STEPHENS. How much lumber was loaded at the yard and sent to Dahlgren?

r. EVANS. I could not answer that question offhand, sir. I do think a great deal has been taken from our stock and moved to Dahlgren. The principal amount has been coming in by carload sent there.

r. STEPHENS. Have any of your cars been received there on the way to Dahlgren?

r. EVANS. Yes, sir. In many cases I have invoiced that to Dahlgren.

r. STEPHENS. It was charged to Indianhead originally?

r. EVANS. No, sir. It was purchased as Indianhead stock. Where we could spare that lumber and Dahlgren wanted it and put a request for it, and in order to save a requisition, I have issued it as stock and invoiced it the same as if another yard were asking us for material. I issued it to Dahlgren yard the same as I would to Washington Navy Yard or any other station.

r. STEPHENS. Although originally it was issued to Indianhead and then when you issued it to Dahlgren it would be charged off or credited to Indianhead?

r. EVANS. Yes, sir.

r. STEPHENS. If there was lumber taken from Indianhead to Dahlgren, it was properly charged off so that it was not finally charged up against Indianhead expenditures?

r. EVANS. No, sir; it was not.

r. STEPHENS. You are sure about that?

r. EVANS. Yes, sir.

r. MUDD. You have no connection with the proving work?

r. EVANS. None whatever, sir.

r. MUDD. You can not give us any information on that?

r. EVANS. No, sir.

r. STEPHENS. Do you know of corrugated iron, paint, cement, white lead, linseed oil, paintbrushes, turpentine, that were sent to Dahlgren from Indianhead?

r. EVANS. If they were sent to Dahlgren from Indianhead and they passed through the storehouse, they were invoiced there.

r. STEPHENS. They were really Indianhead materials?

r. EVANS. Yes, sir; they were part of our stock.

r. STEPHENS. And then you shipped it to Dahlgren and it was properly, as you say, invoiced to Dahlgren?

r. EVANS. Yes, sir.

r. MUDD. It should have been charged up to Dahlgren?

Mr. EVANS. Yes, sir; it was charged up to Dahlgren and could make its own expenditures if they used the material.

Mr. MUDD. Do you keep separate accounts for Indian Dahlgren, you, yourself?

Mr. EVANS. No, sir.

Mr. STEPHENS. Do you know that on or about June 10 (expect you to remember) whether there were a lot of hard to the railroad station from Indianhead, consisting of flexible cable, signal head, deck mops, Bon Ami, oil syringes, brushes, handles, and so on?

Mr. EVANS. Yes, sir; they went there.

Mr. MUDD. From your stock?

Mr. EVANS. From our stock and then invoiced to Dahlgren.

Mr. MUDD. They are charged up to you up here, are they?

Mr. EVANS. No, sir; we purchase them and keep them in stock. If Dahlgren submits a requisition for supplies and we can get them from Indianhead, we do so, but then we invoice them to Dahlgren and then Dahlgren has to issue its own invoice to the Government.

Mr. MUDD. Who does Dahlgren pay or where do you get the money?

Mr. EVANS. We do not get it back except it was expended by the Government.

Mr. MUDD. Yes; it was charged up to Indianhead and it got paid there.

Mr. EVANS. We charge it to Dahlgren and that clears our books.

Mr. MUDD. But Indianhead has been charged with that.

Mr. EVANS. Yes, sir.

Mr. STEPHENS. You have invoiced it; that is all right. Do you never gotten any pay back for it?

Mr. EVANS. No, sir.

Mr. STEPHENS. You have never gotten any credit for it up at Washington, or headquarters, where they have charged Indianhead up with so much? That has never been deducted up here. In other words, Indianhead has been charged with this material although we have invoiced it to Dahlgren. That is all right, but that does not reduce the cost of the material to Indianhead. In other words, the accounts have been charged against Indianhead and not against Dahlgren as one institution.

Mr. EVANS. Not all of them.

Mr. STEPHENS. I understood so.

Mr. EVANS. That is practically the way they are working now. There is only one balance sheet rendered by Indianhead. Dahlgren makes its expenditure to the job order, knowing they will carry them, and they render a balance sheet to the accountants at Indianhead, and then Indianhead includes that balance sheet. Dahlgren has sent to Indianhead in their balance to the Government one balance covering both stations.

Mr. STEPHENS. In order to get the straight of it we would have to go to the bureau?

Mr. EVANS. You could get it from Indianhead accountants.

Mr. MUDD. They are charging them as one institution and not making Dahlgren separate.

Mr. KRAUS. You say you have been at this station 29 years?

Mr. EVANS. Yes, sir.

Mr. KRAUS. During your experience have you learned that supplies were sent to stations other than Dahlgren?

Mr. EVANS (interposing). Very rarely, except we might send some to Washington yards. I am speaking only of general supplies, not of ammunition.

Mr. KRAUS. But you have sent supplies from your stores to other stations or stores?

Mr. EVANS. Very rarely.

Mr. KRAUS. But you have done it?

Mr. EVANS. I would not like to answer that question direct, sir, because I do not remember.

Mr. KRAUS. You are detailed a number of clerks and men as laborers. You had these prior to the war. Can you tell approximately the value of supplies you handled for those men?

Mr. EVANS. No, sir; I could not.

Mr. KRAUS. Could you tell it by weight? Have you any way by which you can give the committee some idea of the quantity of stores you handled for that number of men before the war?

Mr. EVANS. No, sir; I could not.

Mr. KRAUS. Could you tell how many carloads were handled during a year?

Mr. EVANS. No. Of course, we have handled considerable more cars since the war, since Dahlgren has been established than previous to that time.

Mr. KRAUS. I want to get the quantity of stores handled at this store prior to the war.

Mr. EVANS. As near as I can answer that, I think our stock at the warehouse was something like \$112,000.

Mr. KRAUS. Before the war?

Mr. EVANS. Yes, sir.

Mr. KRAUS. That was the average value of the stock?

Mr. EVANS. The average value of the stock?

Mr. KRAUS. What is the value of the stock you handle now?

Mr. EVANS. Oh, offhand I should say between \$5,000 and \$6,000.

Mr. KRAUS. Your last answer applies to stocks of the same character as the stock you held during the war?

Mr. EVANS. Yes, sir.

Mr. KRAUS. Why is it necessary to keep in store that amount of additional stock?

Mr. EVANS. Well, one reason, I think, for increasing the stock was that there was an excess statement that was rendered by the different yards and naval stations of excess material they had on hand, and I think, no doubt, we put in for some of that excess material that we would not have put in for on regular open requisition, and it was already Government property.

Mr. KRAUS. In other words, you have put in storage some additional or surplus property there.

Mr. EVANS. Yes, sir.

Mr. KRAUS. Does that require additional clerical assistance?

Mr. EVANS. No, sir; I do not think so.

Mr. KRAUS. Will you explain to the committee the necessity for increasing your clerical force there?

Mr. EVANS. Previous to the war the purchasing was done by the purchasing section at the navy yard. Just shortly after the beginning of the war we opened our own purchasing section. That increased the number of clerks. As a general thing, the whole business of Indianhead has increased since the war, and as a general thing those things going to Indianhead has increased the amount of work, preparing invoices and things of that kind, to where it is more than it was previous to the war.

Mr. KRAUS. Can you explain the necessity for having additional labor force there?

Mr. EVANS. Yes, sir; because previous to the war we never made any shipments and we never rehandled freight for Dahlgren which we have to do now.

Mr. KRAUS. The fact that Dahlgren is being constructed has necessitated the increase of your labor force.

Mr. EVANS. Yes, sir; I think so.

Mr. KRAUS. If construction at Dahlgren were discontinued would you be able to discontinue the labor force?

Mr. EVANS. I think they would, sir.

Mr. KRAUS. Are these laborers employed on an annual basis or casual labor basis?

Mr. EVANS. They are employed on a per diem basis, sir.

Mr. KRAUS. They are only employed when necessary for the service?

Mr. EVANS. That is all, sir.

Mr. KRAUS. And the number employed was merely an average?

Mr. EVANS. Merely an average.

Mr. KRAUS. It may be more or less than that number that you have engaged?

Mr. EVANS. Yes, sir; depending altogether on the amount of freight we are handling.

Mr. STEPHENS. That is all, Mr. Evans.

#### STATEMENT OF MR. E. A. DUNNINGTON, OF INDIANHEAD PROVING GROUND.

Mr. STEPHENS. What is your position?

Mr. DUNNINGTON. Supervising clerk of the purchasing of purchases and public bill section; you might say generally doing the duties of a chief clerk; but my title is supervisory clerk for the Supply Department office.

Mr. STEPHENS. Can you tell me what supplies have been shipped from Indianhead to Dahlgren?

Mr. DUNNINGTON. Well, now, Mr. Stephens, that would be more than I could possibly do. It would be impossible for me to make a statement like that, but I do know that a great quantity goes down there and from personal observation apparently there is a good deal more being used down there than there was in the proving ground when it was at Indianhead; that is, apparently. Of course, I am of a different department and I have no exact figures.

Mr. MUDD. Can you not get the committee figures on that?

Mr. DUNNINGTON. Well, Mr. Mudd, it is a pretty tough proposition.

Mr. MUDD. Well, approximately.

DUNNINGTON. About the only thing I have an approximate cost probably the inspector's residence. I have some approximate on that.

MUDD. Tell us what they are.

DUNNINGTON. Well, for instance, the furniture—what I mean furniture now, I mean everything, including beds, chiffoniers, side-boards, tables, and chairs—what is generally known as house furnishings. According to figures, they run in the neighborhood of \$10,000.

STEPHENS. That is furniture for the commanding inspector's residence?

DUNNINGTON. Yes, sir; at Dahlgren.

MUDD. How about the inspector's home?

DUNNINGTON. I am at sea again, because I haven't any idea what questions would be asked. I would not like to make a statement I could not back up.

STEPHENS. These supplies that have been shipped from Indianhead to Dahlgren; were they charged to Indianhead?

DUNNINGTON. There is another question I can not answer, for some simple reason it does not come under my supervision.

STEPHENS. You would not know whether the supplies that were sent from Indianhead to Dahlgren were charged up to Indianhead or charged up to Dahlgren?

DUNNINGTON. Well, so far as I know, charges were made direct to Dahlgren. The material was bought for Dahlgren and was charged to Dahlgren, but as I say I am in an entirely different department from that. Mine just covers the purchase of the material and the general supervision of the office.

STEPHENS. Do you keep a separate account for Indianhead supplies at Dahlgren? You keep accounts, do you not?

DUNNINGTON. No; I do not.

STEPHENS. Well, how many employees are there in your department?

DUNNINGTON. You will have to give me time to think. I will have to count them up. That is in my office? That does not include the office in which Mr. Evans was?

STEPHENS. No.

DUNNINGTON. Seven or eight, part of the time. There is one of them a lady. We shift her about—general utility girl.

STEPHENS. Who is your direct superior?

DUNNINGTON. My direct superior is Lieut. H. Kernard, Supply Department.

STEPHENS. Who is he under?

DUNNINGTON. Lieut. Commander Douglas.

STEPHENS. Of the Pay Corps?

DUNNINGTON. Yes, sir.

STEPHENS. Who has direct charge of collecting of rents of the houses and homes there in the reservation?

DUNNINGTON. There is a question I can answer only upon request. I am of the opinion that it is Lieut. Gerry.

STEPHENS. Who keeps the accounts? Lieut. Gerry?

DUNNINGTON. There is where I could not answer, Mr. Stephens, because it is just what I would know by some hearsay; but I do know

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that he is over in that office; and he, in connection with a the name of Mr. May, handle those accounts.

Mr. STEPHENS. I asked you whether you kept separate a Indianhead and Dahlgren, and you answered me that, di

Mr. DUNNINGTON. Yes; I answered you that.

Mr. STEPHENS. You do keep separate accounts?

Mr. DUNNINGTON. I do not know; but, as I said before stuff that was shipped to Dahlgren has been charged to Da so far as accounting, that comes under a different departme and I could not say.

Mr. KRAUS. If supplies are issued to Dahlgren would it t greater amount of work from your organization rather th issued them to Indianhead?

Mr. DUNNINGTON. Well, now, there is a question. T little further than my immediate organization. That ta organization of the whole supply department.

Mr. KRAUS. I am asking you so far as your organizat cerned? Would it require any more work on the part of y ization? Would you not do precisely the same thing whe it for Dahlgren as if you issued it for the use of Indianhea

Mr. DUNNINGTON. You see, there it is again; I am not in department.

Mr. KRAUS. What is your work?

Mr. DUNNINGTON. My work is purchasing and supervis chasing, public bills, doing duties practically of the chief in that particular office, which embodies the requisiti What I mean by requisition is the sending to the bureau for supplies, supervision of that, supervision of material, voucher we make out along the line of payment for mater general office correspondence, dictation and the like.

Mr. MUDD. You have nothing to do with accounts?

Mr. DUNNINGTON. No; I have nothing to do with accoun comes under the accounting office.

Mr. KRAUS. If your duties were performed solely for I would it take any more work if you subdivide that and ta it for Indianhead and part of it for Dahlgren?

Mr. DUNNINGTON. I would say if everything was at I there would be some considerable saving.

Mr. KRAUS. You would have to make out the same p cisely the same documents?

Mr. DUNNINGTON. Only here is the difference: If it was head, for instance, we were going to make out an order for plies or a contract, we would have to make an extra copy gren and see that it gets to them, and do necessary extra t and extra routine work that is necessarily involved betwee that is separated. In fact, it is on this principle: You c quite as economically with two things the things that consolidate into one.

Mr. KRAUS. The copies are precisely carbon copies of t you make?

Mr. DUNNINGTON. Yes, sir.

Mr. KRAUS. If the telephone work you would do were f head alone, you would do some telephoning for that, woul



r. DUNNINGTON. Yes, sir; but possibly not as much, because we better organized at Indianhead and we get better specifications, we do not have to ask so plague-gonned many questions, if you excuse the word.

r. KRAUS. Then you are required to do a little more work in doing the work at Dahlgren because of inefficient organization at Dahlgren, and as soon as that organization is perfected there you would not have to do any more work in handling the work there than there were all for Indianhead: is that not true?

r. DUNNINGTON. No, I would not say that.

r. KRAUS. In what respect is it not true?

r. DUNNINGTON. Well, I would say in the way I did before, it is true.

r. KRAUS. In what respect is it not true?

r. DUNNINGTON. Well, I would say in the way I did before, it is not true.

r. KRAUS. Well, you say you have to do the telephoning even if the matter pertains wholly to Indianhead?

r. DUNNINGTON. That is all right. We do have to do telephoning, we have to do a good deal more. Here is one more thing: I am doing you things as they come into mind. Nine times out of ten I call central and want to get a number at Indianhead you can get. For instance, yesterday Dahlgren was out of order two-thirds of the day, and I had important business, an emergency requisitioning that I wanted to get some information from them about. If that been on the station I could have gotten them. There would have been any demoralization so great that I could not have gotten them, but when I called Dahlgren I could not get them. The morning I rang and could not get them till pretty near the end of the day's work. There is an example.

r. KRAUS. Do you ever have to do this same work for other stations than Dahlgren and Indianhead?

r. DUNNINGTON. Just what do you mean?

r. KRAUS. You are doing certain work pertaining to Indianhead?

r. DUNNINGTON. Yes, sir.

r. KRAUS. Has some other station called on you for that class of work?

r. DUNNINGTON. Not my particular branch; the purchasing department only purchases for Dahlgren and Indianhead, and then they do not do all of it.

r. McCLINTIC. You made a statement a while ago that you got better specifications for Indianhead than for Dahlgren. What do you mean by that?

r. DUNNINGTON. What I meant by that was that we will for instance get a request in from Dahlgren, a rough request for some ordinary tool, hand tool or machine tool. Unless there is an experienced person there at the time, there would be an error that would creep into those specifications.

r. McCLINTIC. You mean the men at Indianhead are more competent to give correct specifications than those who are at Dahlgren?

r. DUNNINGTON. That is the apparent thing. I can not say positively, of course, but that is what it would appear to be on the face.

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Mr. McCLINTIC. The man who gives the specification at D is he connected with your department?

Mr. DUNNINGTON. Well, no; indirectly. It comes through a subsupply section; it comes through him but he is not responsible for those specifications.

Mr. McCLINTIC. Who is he under?

Mr. DUNNINGTON. That would be a question very hard to answer because if we got something from the proof division, specifying something from that, it would come from him.

Mr. McCLINTIC. In other words, those different bureau or different sections at Dahlgren, under a separate set of officers are stationed at Dahlgren, is that it?

Mr. DUNNINGTON. They are directly under them on the staff; that the ordinary clerk is under a supervisory clerk; the supervisory clerk is under a chief, and the chief is under a lieutenant, and so on.

Mr. McCLINTIC. What I want to get at is that at the present time you are maintaining two entirely different sets of machinery at these two proving stations—a set of machinery at Dahlgren and a set at Indianhead. You are under two different offices.

Mr. DUNNINGTON. To the extent I have explained.

Mr. McCLINTIC. You say you are at the head of the department; you make requisitions that have to be approved by somebody else when you want to make purchases for Dahlgren or Indianhead, or do they make requisitions on you?

Mr. DUNNINGTON. First, they make what they call a requisition. That comes through me—first it comes through the lieutenant in charge, Lieut. Kernard, and he passes it on through me.

Mr. McCLINTIC. What do you do?

Mr. DUNNINGTON. I look it over and pass it to our fiscal officer, Mr. Evans. He is a civilian in charge of the issuing section. He sees if we have it in stock. I am talking about ordinary purchases and if we have it in stock we proceed to make requisition for it.

Mr. McCLINTIC. Who do you make the requisition to?

Mr. DUNNINGTON. I will give you the procedure for a requisition.

Mr. McCLINTIC. That is all right. Answer that question: Who has jurisdiction and what appropriation does it come under?

Mr. DUNNINGTON. We make requisition. It finally goes to the Bureau of Supplies and Accounts.

Mr. McCLINTIC. Here in Washington?

Mr. DUNNINGTON. Here in Washington.

Mr. McCLINTIC. Do you buy anything direct?

Mr. DUNNINGTON. Yes; we do buy some things in an emergency.

Mr. McCLINTIC. Only in an emergency?

Mr. DUNNINGTON. Yes, sir.

Mr. MUDD. Have you a separate store on the Dahlgren station?

Mr. DUNNINGTON. Yes; sure, we maintain a separate store on the station there.

Mr. STEPHEN. That is all. I thank you very much.

#### STATEMENT OF MR. ROLAND J. CARPENTER

Mr. STEPHENS. What is your full name?

Mr. CARPENTER. Roland J. Carpenter.

Mr. STEPHENS. What is your position in the powder factory at Indianhead?

Mr. CARPENTER. Quarterman.

Mr. STEPHENS. How long have you been there?

Mr. CARPENTER. Twenty-one years.

Mr. STEPHENS. What are your duties at Indianhead?

Mr. CARPENTER. I am in charge of the smokeless-powder factory for eight hours, for one shift, superintending the making of the powder.

Mr. STEPHENS. When did they build a railroad in there from White Plains, as near as you can remember?

Mr. CARPENTER. About two years.

Mr. STEPHENS. About two years ago?

Mr. CARPENTER. Yes, sir.

Mr. STEPHENS. Do you know anything about the proving of guns and powder?

Mr. CARPENTER. No, sir; I can not say that I know anything about the proving of guns, any more than that the range is there. I know that. I have been there for 21 years, and we have been testing guns ever since I have been there, and since that time in the last two or three years the Government has purchased about 2,000 more acres of land, and they have that much more range; one that is called Winthrop and the other called Stump Neck.

Mr. MUDD. I wish you would tell the committee something about the areas of Winthrop and Stump Neck.

Mr. CARPENTER. Stump Neck contains over 1,100 acres of land, and the last purchase they made there from Fritz Reuter's property—

Mr. MUDD (interposing). When was the Stump Neck property acquired by the Government?

Mr. STEPHENS. Do you mean Cornwallis Neck?

Mr. CARPENTER. No, sir; it is below Cornwallis Neck.

Mr. MUDD. How far below Cornwallis Neck?

Mr. CARPENTER. I judge it is about a mile across.

Mr. MUDD. When was that purchased.

Mr. CARPENTER. I could not say exactly. It has been some time around 12 or 15 years, I believe.

Mr. MUDD. How much land is there there?

Mr. CARPENTER. There are 1,175 acres, I understand.

Mr. MUDD. What is there at Winthrop or Stump Neck?

Mr. CARPENTER. There is a battery—a range there, I think.

Mr. MUDD. They used to have a rifle range there?

Mr. CARPENTER. That was the Army, I believe.

Mr. MUDD. Can they use that for the testing of guns now?

Mr. CARPENTER. Yes, sir; on the range they could.

Mr. MUDD. You have observed the testing of guns down there for the past 21 years, but you have no scientific knowledge in connection with that subject?

Mr. CARPENTER. No, sir.

Mr. MUDD. What is your opinion with reference to the smaller guns below the 8-inch guns; do you think they can be as satisfactorily tested at Indianhead as at Dahlgren?

Mr. CARPENTER. Yes, sir; I think they can be, and at less expense.

Mr. MUDD. You think the Government can save a considerable amount of money?

Mr. CARPENTER. I surely do.

Mr. MUDD. How about the size of the range there, in of testing the guns, the observation of results, etc.?

Mr. CARPENTER. I should say the range they have now is sufficient, since we have the longer range, about a couple of acres of land more, and that addition of the couple of thousand acres of land gives us a good range in there. I see no reason why we should not test long-range guns there. Take Dahlgren. While I have been there for some years, it was near my home some years ago, and I know you have trouble down there; you have trouble with the oyster men and the fishermen, and the oyster men are all around there during the season so that you can not get away from them at all, and I do not believe you have a right to drive them from the oyster beds.

Mr. McCLINTIC. Is it your understanding that we have Blakistone Island, or do we own it?

Mr. MUDD. We purchased Blakistone Island, did we not?

Mr. CARPENTER. I do not think so.

Mr. McCLINTIC. We leased it, did we not?

Mr. CARPENTER. That is my impression, but I do not know.

Mr. McCLINTIC. Do you remember how long the lease was for?

Mr. CARPENTER. No, sir; I do not recall.

Mr. MUDD. I am quite sure we purchased Blakistone Island. From your experience of 21 years around there, how many fatalities have there been?

Mr. CARPENTER. From firing?

Mr. MUDD. Yes.

Mr. CARPENTER. I do not recall but one. There might have been more, and that is just recently. I think if you dig into the records you will find the cause of that.

Mr. McCLINTIC. I would like to ask you for some information concerning the powder mill. Are we using the entire output of the mill at the present time, or are we storing some as surplus?

Mr. CARPENTER. We are storing some.

Mr. McCLINTIC. Is the powder being stored at Indianhead?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. What is the approximate output in pounds of the mill now?

Mr. CARPENTER. You mean the output per day now?

Mr. McCLINTIC. Yes, sir.

Mr. CARPENTER. About 12,000 or 12,500 pounds per day. The mill is not the capacity, probably.

Mr. McCLINTIC. I am just getting at the output.

Mr. CARPENTER. We are not allowed to make more than 12,500 pounds a day.

Mr. McCLINTIC. Commercially, what is that worth per pound, approximately?

Mr. CARPENTER. I suppose about 53 cents.

Mr. McCLINTIC. What percentage of that are we using for the mill?

Mr. CARPENTER. What percentage are we consuming?

Mr. McCLINTIC. I mean by that question to try to find out how much you are storing and how much you are consuming.

**Mr. CARPENTER.** Out of every hundred thousand pounds of powder that we have, we only have about 33 boxes or 4,200 pounds used out of every 100,000 pounds.

**Mr. McCLINTIC.** Forty-two hundred pounds out of 100,000 pounds?

**Mr. CARPENTER.** That is just for firing.

**Mr. McCLINTIC.** To test the guns?

**Mr. CARPENTER.** Yes, to test that lot of powder, and that proves the 100,000 pounds to be all right before being shipped. After that has been proved we only hold that and ship according to directions. On some lots, where it does not prove right, we give that some extra firings, firing some other samples from it, and we continue that until we get something we would prove.

**Mr. McCLINTIC.** That is about one twenty-fifth.

**Mr. STEPHENS.** Do you know anything about the laying of a cable from Dahlgren over to Blakistone Island?

**Mr. CARPENTER.** No, sir. Dement would probably be the best man to answer that question. He has been down there.

**Mr. McCLINTIC.** Who among these witnesses can give us any information relative to Blakistone Island, as to whether we own it or lease it, and how much we pay, if we do lease it?

**Mr. STEPHENS.** I have had that put in the record. I have it from the paymaster, and you will find that that will all be in the record. I had that statement put in the hearings.

**Mr. MUDD.** We were told that if we moved the smaller guns from Indianhead, that that would require about 40 additional employees at Dahlgren, to be taken from Indianhead. What is your idea about that? Would it take 40 men or more to test these guns?

**Mr. CARPENTER.** I think it would take that many, or more. That part of it I am very familiar with.

There is one question about that powder. I think you put it down there as 53 cents for the cost. I can not say exactly what it cost us. We have made powder for about 33 cents per pound.

**Mr. STEPHENS.** Powder costs now about 49 cents?

**Mr. CARPENTER.** Yes, sir. When we first started this plant we were paying about a dollar and a quarter a pound for that, and every year as the Government increased the output of powder the private firms dropped it.

**Mr. McCLINTIC.** How much did it cost during the war, when labor was paid a higher price than at any other time in the history of the Nation?

**Mr. CARPENTER.** I could not answer that so exactly.

**Mr. McCLINTIC.** I was wondering if, by reducing the number of men and reducing the output, we were reducing the price. We have reduced the output and have reduced the number of men, and I wondered if we have reduced the price of labor any and if the cost per pound now is cheaper than it was during the war.

**Mr. CARPENTER.** Yes; it is cheaper now than during the war, because we have less men.

**Mr. McCLINTIC.** It costs less now?

**Mr. CARPENTER.** Yes; I think so, because while we are paying the men more money we are making more powder for the number of men employed.

**Mr. McCLINTIC.** In other words, labor is more efficient than during the war?

Mr. CARPENTER. Yes, sir; and we are better equipped with machinery than we were before the war. With the machinery we have to-day, with less men, we can turn out more powder with less men.

Mr. MUDD. Are you actually turning out more powder than before the war?

Mr. CARPENTER. We are running now along like we did before the war, but the men are used in other work.

Mr. McCLINTIC. During the war did you not increase the output?

Mr. CARPENTER. We increased the number of men; yes, sir.

Mr. McCLINTIC. You ran more nearly to the maximum capacity?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. You do not know how much that powder cost?

Mr. CARPENTER. I know before the war we were running 33 or 32 cents a pound, and that was about the cheapest we ever ran, to my knowledge. After that year I did not keep account of that.

Mr. McCLINTIC. Do you know the percentage of increase in salaries during the war, or about the percentage?

Mr. CARPENTER. Do I know how much that increased?

Mr. McCLINTIC. About the percentage.

Mr. CARPENTER. I judge pretty nearly 50 per cent.

Mr. McCLINTIC. Are you still paying the same prices?

Mr. CARPENTER. No, sir; we have the bonus cut off, and are running only five days a week at present.

Mr. McCLINTIC. You say the bonus has been cut off?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. And you are running only five days a week?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. Do you pay the men by the day?

Mr. CARPENTER. Yes, sir; all the men employed in the smokeless-powder factory are employed by the day. That means about \$45, or a little more than that, possibly \$60, at a first-class powder factory—it amounts to that much a month.

Mr. McCLINTIC. I wish you would explain that.

Mr. CARPENTER. It amounts to between \$45 and \$60 a month out of a first-class man.

Mr. McCLINTIC. That represents the reduction?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. You say you work them only five days a week?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. How does that save the Government any money? What do you do on the sixth day?

Mr. CARPENTER. The Government lays us off and we do not get paid for the time we are off.

Mr. McCLINTIC. Do you close the mill?

Mr. CARPENTER. The mill is closed; yes, sir.

Mr. McCLINTIC. Do you let your steam run down and let your boilers get cold?

Mr. CARPENTER. Oh, no; we keep enough men there to keep the steam up while the machinery is not being used, but that means only a few men.

Mr. McCLINTIC. You keep the steam up, but you do not operate the machinery?

Mr. CARPENTER. We keep the steam up, but we do not operate the machinery.

Mr. McCLINTIC. You have quite a loss there, do you not ?

Mr. CARPENTER. Yes, sir.

Mr. McCLINTIC. It has been my experience in running plants that it costs a good deal of money to let the plant dry up and then start it again.

Mr. CARPENTER. It is always a loss in a factory where you shut down even over Sunday.

Mr. McCLINTIC. Do you not think it would be more efficient to run the plant right straight through, even if you made a surplus of powder, and then closed down a month or several months at a time; or something like that ?

Mr. CARPENTER. I know it.

Mr. STEPHENS. That is all we care to ask you, unless you have something else you would like to say to us upon which we have not questioned you.

Mr. CARPENTER. No, sir; I do not recall anything now.

Mr. MUDD. You contemplate another lay-off shortly ?

Mr. CARPENTER. Yes, sir.

Mr. MUDD. The 5-day week was originated for the protection of the employees ?

Mr. CARPENTER. Yes, sir.

Mr. MUDD. So that during the hard times they would be taken care of until conditions became better ?

Mr. CARPENTER. Yes.

#### STATEMENT OF MR. RICHARD H. DEMENT.

Mr. STEPHENS. What is your position ?

Mr. DEMENT. Assistant to the powder expert.

Mr. STEPHENS. How long have you been at Indianhead ?

Mr. DEMENT. Twenty-two years.

Mr. STEPHENS. As assistant to the powder expert you have charge of the proving of the powder ?

Mr. DEMENT. No, sir; I have charge of the manufacture of the powder at the powder factory.

Mr. STEPHENS. What do you know about proving powder ?

Mr. DEMENT. The only thing I know is that we do not get it proved very fast.

Mr. STEPHENS. You are not getting it proved very fast now ?

Mr. DEMENT. No.

Mr. STEPHENS. What do you know about the proving of guns ?

Mr. DEMENT. I have no official connection with that at all. All I know about the proving of guns is in a general way, as I have observed it during my time at Indianhead. Of course, it is all done right there together, and in a general way I have observed what they do, but I do not work on that, and officially I have no connectoin with that part of the work.

Mr. STEPHENS. What is your particular work as assistant to the powder expert ?

Mr. DEMENT. Supervising the operations of the powder factory.

Mr. STEPHENS. That has not anything to do with the proving business at all ?

Mr. DEMENT. No, sir; we have not anything to do with that.

Mr. STEPHENS. But as a powder expert, you have something to do with the proving of the powder?

Mr. DEMENT. Well, yes, sir; in a way; but, understand me, I do not have anything to do with the proving of the powder either. The powder expert handles that entirely himself.

Mr. STEPHENS. Do you know anything about Dahlgren?

Mr. DEMENT. Only what I have heard.

Mr. STEPHENS. Have you been there?

Mr. DEMENT. No, sir; I have never been there.

Mr. STEPHENS. Do you know anything about the laying of a cable from Dahlgren to Blackistones Island?

Mr. DEMENT. Only what I have heard about it.

Mr. STEPHENS. What have you heard about it?

Mr. DEMENT. I have heard they had quite considerable difficulty with it, but I do not know anything about it.

Mr. STEPHENS. You mean personally?

Mr. DEMENT. No, sir; I do not know anything about it personally.

Mr. STEPHENS. Have you heard that they have a cable?

Mr. DEMENT. I think they have; I think I have heard that. I will not say positively on that, but I have heard so many rumors that I do not know whether I have or not.

Mr. STEPHENS. Do you know anything about transportation at Indianhead, about the railroad?

Mr. DEMENT. Yes, sir; I know that.

Mr. STEPHENS. You have a railroad running in there?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. Do you have access by river and by rail both?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. Do you know anything about transportation to Dahlgren?

Mr. DEMENT. Yes; I do; such as it is. They have only one route, and that is the water route.

Mr. STEPHENS. How long will it take for a barge to go from Indianhead to Dahlgren?

Mr. DEMENT. In good weather it is about three hours.

Mr. STEPHENS. From Indianhead to Dahlgren?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. I am afraid you never went down there.

Mr. DEMENT. I have been down there—I did not understand you; you mean with the barge?

Mr. STEPHENS. You are talking about going from Indianhead to Dahlgren?

Mr. DEMENT. With a barge?

Mr. STEPHENS. Yes; to take freight from Indianhead to Dahlgren. If you have never made the trip you would not know.

Mr. DEMENT. I meant the ordinary passenger boat they have there.

Mr. MCCLINTIC. Have you heard any report as to the effect of the heavy firing at Dahlgren destroying the crab industry in Congressman Mudd's district?

Mr. DEMENT. Yes, sir; I have heard a great deal of talk about that.

Mr. MCCLINTIC. What did you hear about that?

Mr. DEMENT. I have heard that the oystermen—I do not know anything about the crab people—but the oyster people have raised considerable disturbance about it.



Mr. McCLINTIC. Claiming that the heavy discharge of the guns was affecting the young oysters?

Mr. DEMENT. No; but that by shooting over the oyster beds it keeps the dredges away from the oyster beds. I understand since the gun shooting has been going on at Dahlgren the oyster season has been closed; that is, since April.

Mr. McCLINTIC. Have you heard any reports as to the effect of these heavy discharges on the young oysters and the young crabs?

Mr. DEMENT. No; I have not heard about that.

Mr. MUDD. How long have you been assistant to the powder expert?

Mr. DEMENT. Since 1918.

Mr. MUDD. Are you a powder expert, or is that your designation?

Mr. DEMENT. I have worked in that work for 22 years, and I guess I am about as much of an expert in it as anybody.

Mr. MUDD. You have had this position since 1918?

Mr. DEMENT. Yes, sir.

Mr. MUDD. What is the output there now?

Mr. DEMENT. Twelve thousand five hundred pounds a day.

Mr. MUDD. What was it before the war—do you know?

Mr. DEMENT. Practically the same as it is now.

Mr. MUDD. Your capacity before the war was 20,000 pounds, was it not?

Mr. DEMENT. Yes—I beg your pardon on that.

Mr. MUDD. I mean the capacity.

Mr. DEMENT. I mean the capacity was about 20,000 before the war.

Mr. MUDD. During the war you quadrupled the amount of that output, did you not, making it about four times as large?

Mr. DEMENT. No, sir.

Mr. MUDD. What is your capacity now?

Mr. DEMENT. You could not possibly make over 32,000 pounds a day now.

Mr. STEPHENS. Do you know how much money they spent there from 1917 to recently on Indianhead in improvements, in the enlarged powder plants and building officers' homes, and everything like that included, including the dock?

Mr. DEMENT. I have only rumors—what I have heard?

Mr. STEPHENS. What are the rumors?

Mr. DEMENT. I have heard that the dock cost about \$875,000, and that the railroad cost a million dollars, and that the housing proposition cost a million dollars.

Mr. MUDD. Do you not think if Dahlgren develops as the Navy Department wants it to, we will be called upon to dig a channel there at great expense?

Mr. DEMENT. You have not any channel in there now.

Mr. MUDD. And the building of a dock at additional expense and incurring further expense in the work of construction?

Mr. DEMENT. I feel sure we will have to dredge a channel every year.

Mr. STEPHENS. And this will result in two sets of overhead charges?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. One at Dahlgren and one at Indianhead?

Mr. DEMENT. Yes, sir.

Mr. MUDD. And also it involves the proposition that they will have a commandant at Indianhead and also one at Dahlgren, but that the commandant at Dahlgren will be the officer of higher rank?

Mr. STEPHENS. I do not know about that. There are officers' homes at Indianhead that have been built within the last three or four years; is that a fact?

Mr. DEMENT. Yes, sir.

Mr. STEPHENS. You do not know the cost of those buildings?

Mr. DEMENT. No, sir.

Mr. STEPHENS. I will have the cost of the buildings at Indianhead put in the hearings; that is, the officers' homes, and the junior officers' homes, amounting to over \$300,000, at Indianhead.

Mr. McCLINTIC. What is the population of Indianhead in the territory embraced in that section of the country belonging to the Government?

Mr. DEMENT. I would say about 2,000 or 2,500.

Mr. McCLINTIC. And you have 300 or 400 homes across the creek?

Mr. DEMENT. Yes, sir.

Mr. McCLINTIC. What form of government do they have, in relation to the municipality?

Mr. DEMENT. At Indianhead?

Mr. MUDD. It has now been incorporated, has it?

Mr. DEMENT. It has been incorporated, about a year ago.

Mr. McCLINTIC. What form of government do they have across the creek?

Mr. DEMENT. I am not sure.

Mr. McCLINTIC. I want to find out if the naval officers have any jurisdiction over the men and their families when they reside across the creek.

Mr. DEMENT. No, sir; they do not.

Mr. MUDD. That is not Government property.

Mr. DEMENT. No, sir; it is private property.

Mr. MUDD. Why is it the Government will not give you civilians at Indianhead telephone service?

Mr. DEMENT. I do not know, Mr. Mudd. There is some kind of understanding or contract between the Government and this telephone company, and it seemed as though the citizens have been blocked off, the Government will not do anything for them, and the telephone people will not do anything for them.

Mr. MUDD. I understood from Capt. Lackey that he could not afford to recommend it because the town was not incorporated, and that the town was incorporated for that purpose, and yet even under those circumstances they have never been able to get those facilities.

Mr. DEMENT. Most everything the town asked for was put back in that way, and that was the reason why they incorporated, and since the incorporation they have gotten no more satisfaction than they had before.

Mr. McCLINTIC. Do you have a mayor?

Mr. DEMENT. They have a board of commissioners.

Mr. MUDD. You have town commissioners, as we have in La Plata.

Mr. McCLINTIC. Are your people willing to pay for this telephone service?

Mr. DEMENT. Yes, sir; but they can not get it. We have been trying to get it for years. There is some understanding between the Government and the telephone people, and we can not get any satisfaction.

Mr. STEPHENS. I live on the Government reservation in a Government house, and I have a telephone in there and pay my telephone bills every month to the telephone company.

Mr. DEMENT. If you can have it, why can not the others have it?

Mr. STEPHENS. I live on the Government reservation.

Mr. McCCLINTIC. I understand that those people who live on the reservation down there can get telephone service.

Mr. DEMENT. Every convenience they want.

Mr. McCCLINTIC. What about electric lights?

Mr. DEMENT. Yes, sir; we have those. We get everything on the Government reservation.

Mr. McCCLINTIC. They are furnished, are they not?

Mr. DEMENT. Electric lights are furnished; everybody pays rent.

Mr. MUDD. Are the lights on a meter basis?

Mr. DEMENT. No.

Mr. MUDD. You just burn all you want? Do you get water, too?

Mr. DEMENT. Yes, sir.

Mr. McCCLINTIC. Do the people who live off the reservation get electric lights?

Mr. DEMENT. No; they burn oil.

Mr. STEPHENS. The town is divided into districts and the representative in what you would term the common council is elected from that district or ward, and there are six of them, and then an alderman appoints six, as I understand it. My understanding is that the inspector puts up 12 names and the citizens will elect one from their district and the inspector will appoint another man, and the common council, as you would call it, is then composed of seven men.

Mr. McCCLINTIC. What takes the place of the police court?

Mr. STEPHENS. I do not know.

Mr. MUDD. You have a magistrate in the town and the Marine Corps is on the reservation.

Mr. McCCLINTIC. Do you not have some way of keeping the peace?

Mr. DEMENT. If there is any trouble on the Government reservation the marines take charge of it, but if it is outside, the county sheriff or constable takes charge of it.

Mr. STEPHENS. Do you think that Indianhead is more suitable for naval proving work, except the long range work, than Dahlgren?

Mr. DEMENT. Absolutely so, sir.

PUBLIC WORKS OFFICE.

July 29, 1921.

*Expenditures on all work at the naval proving ground, Indianhead, since about July 1, 1916, to date.*

Expenditures for this period are as follows (approximate):

Contract work under Yards and Docks office.....	\$7, 224, 736. 87
Work on acid plant.....	1, 300, 000. 00
United States Housing Corporation area.....	1, 000, 000. 00
	<hr/>
	9, 525, 736. 87

The work consisted of the following:

1. Du Pont Co. acid plant, \$1,300,000, covering burner and purificator house, absorber house, preheater and converter house, regenerating house, blower house, gas cooler house, nitric acid house, absorption tower house, soda tower, niter cake ditch, acid storage house, soda dry house, nitrating house, acid warming house, acid weighing and mixing house, spent acid filter house, heating plant, recreation hall, bunk house, wharf, and complete equipment and systems for each of the aforementioned. Austin & Penn Br. Co.'s work on sulphur store and elevator houses, one toilet building, at preheater house.

Cost of work in acid plant area ..... \$1,360,000

2. Old powder dry houses area—Work consisted of foundations for three (abandoned) powder dry houses; construction of one powder dry house; one blending tower and packing house; one magazine building.

Cost of work in this area ..... \$168,000

3. New powder dry houses area—One blending tower and packing house, 22 powder dry houses, one powder dry house and one not completed, one magazine building.

Cost of work in this area ..... \$613,000

4. Nitrating area and pulping and poaching area—One pulping and poaching house, equipment of above and dehydrating and ether houses, ether house extension, dehydrating house, 2 cotton dry houses, 2 cotton storehouses, one carpenter shop,<sup>1</sup> accumulator house and extension to another, one press house (powder), one machine shop,<sup>1</sup> two toilet buildings, piping and electrical systems in accumulator and press houses.

Cost of work in this area ..... \$690,000

5. Solvent-recovery area.—Repairs and construction to solvent recovery No. 2; three complete solvent-recovery buildings; equipment for all of the above; one ammonia-compressor house; three powder-picking houses (or sheds); one toilet building (alterations).

Cost of work in this area ..... \$721,500

6. Soda-storehouse area.—Four soda storehouses; four cotton storehouses; storehouse for United States Marine Corps; monorail cranes and track in soda storehouses.

Cost of work in this area ..... \$305,000

7. Power-plant area.—One 1,500-kilowatt turbo generator; two 600-horsepower B. & B. boilers; coal and ash handling equipment; jet condensing equipment and cooling tower; condenser equipment for turbo generator; electrical equipment (switchboards, etc.); power-plant extension (W. C. K. Co.); one 200-foot radial brick stack; boiler-house extension (W. C. K. Co.); new engine room (extension, Austin Co.); one 3,000-kilowatt turbo generator; four 1,000-horsepower Edge Moor boilers and superheaters; one 6,000-kilowatt turbo generator and electrical installation; condenser equipment for the 6,000-kilowatt turbo generator; four mechanical stokers for the four 1,000-horsepower boilers; second extension to power plant by L. & G. Co.; three toilet buildings or extensions.

Cost of work in this area ..... \$1,444,000

8. White Plain to naval proving ground railroad (only).—Approximately 14 miles of single-track railroad; two yards, with three sidings of about 900 feet each; various sidings and section houses along the right of way; right of way fenced in, with proper crossings and guards, etc.; one track scales and water tower.

Cost of work in this area ..... \$829,000

9. Railroad additions and connections (area).—Single-track railroad from main yard line to the 24 new powder dry houses, with various spurs, switches, and connections; single-track railroad from main track to old powder dry houses and solvent recovery and nitrating areas; single-track railroad from county road to new wharf on river, and connections to old line and wharf trackage.

Cost of work in this area ..... \$535,000

10. Housing developments and projects (area).—Four large bunk houses; one hospital building; one office building (temporary); one 10-room dormitory; two latrines (temporary); one ice plant and commissary store (temporary); two mess

<sup>1</sup> Housing Corporation figures have never been received by this office, and the amount of the Du Pont Co. work is approximately \$1,300,000, as shown by the report rendered this office by that firm.

for construction camp (temporary); various job, division offices, and sheds of various kinds; one 30-room hotel; two 10-room dormitories; two officers' cottages; barracks for inspectors of construction; 12 squad houses, for sentry duty, United States Marine Corps; one library building; eight officers' quarters (cottages); one garage, for passenger cars; one barber, tailor, and shoe shop, for United States Marine Corps; three 4-family apartment houses; two 2-story living (single) houses; 10 one-story bungalows; 10 two-story cottages; one 14-room house (dormitory); one mess hall (permanent); two bunk houses (one permanent); two latrines (one permanent); distribution lines, for fire and domestic water, and electric; 45 one-story sectional bungalows, with domestic and fire water lines, sewers, roads, walks, and electric distribution lines; one officer's quarters; removal and erection of old barracks building; two two-story houses, with grounds and shrubbery; one school building; three room bachelor's dormitories: roads, walks, sewer, electric, water, and fire lines; lawns, shrubbery, and grounds.

Cost of work in all the housing areas..... \$1,903,000

1. Water lines, wells, and distribution systems, etc.—One 1,000-foot artesian well (not working); five artesian wells (in operation) and pumping systems; powder storage yard lines, for steam, water, sewer, air, ammonia, electric, electric substation, cellaneous, etc.; fire protection water lines and intake well.

Cost of work in this class..... \$348,000

2. Roads and walks.—Paving of county road (Strauss Avenue), concrete, sidewalks, walks, curbing, steps, catch basins, and drainage lines.

Cost of this work..... \$80,000

3. Wharfage, dredging, etc. (area).—Piers and bulkheads, new wharf, Potomac River; enlargement of coal-storage area at Mattawoman Creek; dredging at new wharf, Potomac River; small boat basins and bulkheads, etc.; coal-storage basin and small boat basins.

Cost of work in this class (area)..... \$317,000

4. Offices, laboratories, etc.—Annex to dispensary, Medical Corps, United States Army; public works office; extension to public works office (not built); repairs to chemical laboratory; laboratory office building; post office building; steel laboratory building.

Cost of work in this category..... \$112,000

5. Miscellaneous items.—Foot and bascule bridge over Mattawoman Creek; repairs to target D (ex-monitor *Terror*) in Potomac River; gun bases, bombproofs and concrete ways; freight station; heating and plumbing in seamen's barracks; garbage incineration plant.

Cost of this miscellaneous work..... \$99,500

*Summary of payments made during the fiscal years (approximate).*

July 1, 1916, to June 30, 1917, about.....	\$300,000.00
July 1, 1917, to June 30, 1918.....	616,728.87
July 1, 1918, to June 30, 1919.....	3,880,516.24
July 1, 1918, to June 30, 1919 (United States Housing Corporation).....	1,000,000.00
July 1, 1918, to June 30, 1919 (Du Pont Co.).....	1,300,000.00
July 1, 1919, to June 30, 1920.....	2,121,263.36
July 1, 1920, to June 30, 1921, about.....	307,228.40

9,525,736.87

**STATUS OF THE NAVY HOUSING PROJECTS UNDERTAKEN BY THE UNITED STATES HOUSING CORPORATION.**

Date to which information below applies: October 31, 1919.

Location: Indianhead, Md., and Dahlgren, Va.

Name of Navy shore establishment or contracts benefited, distance from this housing project, and number of its employees: Naval proving ground, Indianhead, Md., three-fourths mile from housing project, 5,375 employees.

Number of each kind of accommodation provided, and total number, whether temporary or permanent construction, and estimated number of employees housed: 100 detached, 1 schoolhouse; families, 100; dormitories, 3 for 99 men; construction, permanent. Forty-nine ready-cut bungalows sold to Navy Department

NAVY HOUSING PROJECTS

School.....	
3 dormitories.....	
100 houses, at \$6,400 each.....	
Utilities.....	

Approximate cost of bungalows to United States Housing Corporation. Cost of erection of 47 bungalows, including utilities, slightly under \$2,000 each; of two bungalows being erected for officers' use, with brick foundations, chimneys, fireplace, and special sewers, \$6,066.70 for the two, or \$3,033.35 each; 4 erected at Dahlgren on cement foundations at cost of a little under \$70 each, including the cost of streets, sewers, or water mains.

### Utilities.

Paving, gravel, 27,400 square yards.....  
Walks, gravel, 11,942 square yards.....  
Water mains, 15,500 linear feet.....  
Sewer mains, 14,000 linear feet.....

## RENTALS.

**NOTE.**—By Executive order of June 29, 1920, the 100 houses and schools transferred from the Housing Corporation, Department of Labor, to the Navy. The Secretary of the Navy delegated direct supervision to the Ordnance.

NAVAL ORDNANCE PLANT, SOUTH CHARLESTON, W. VA., THE NAVAL  
GROUND, INDIANHEAD, MD., AND DAHLGREN. VA.

NAVY DEPARTMENT  
BUREAU OF ORDN  
Washington, D. C., Januar

MY DEAR MR. KELLEY: Complying with the request made yesterday I am submitting herewith a statement in connection with the estimated maintenance of the naval ordnance plant, South Charleston, W. Va., and proving grounds, Indianhead, Md., and Dahlgren, Va.

## NAVAL ORDNANCE PLANT.

In regard to the naval ordnance plant at South Charleston, for which the bureau estimates that the sum of \$654,200 will be required for the next fiscal year for charges under the appropriation "Ordnance and ordnance stores." The naval ordnance plant estimated \$2,000,000 for this purpose, and the Bureau of Ordnance cut this estimate to \$654,200 as being a just and reasonable charge against the appropriation and as being substantiated by present allotments to that place.

According to the accounting system now used in the Navy, South Charleston is classed as an industrial plant, and all maintenance charges are charged against Title G, the subheads of which as given in the accounting instructions are:

*Repairs to land and appurtenances.*—Under this heading the plant submitted an estimate of \$164,500, which the bureau cut to \$55,000. This means water-pipe lines, natural-gas lines, of which there are many miles at this naval ordnance plant, electric power lines, of which there are also many miles, fences, cleaning of grounds, upkeep of grounds, sewers, etc.

The fuel used in the naval ordnance plant is natural gas, and it must be piped into the plant. The entire pipe line within the boundaries of the plant belongs to the Government and must be maintained by the Government.

Electric power is supplied to the ordnance plant from an electric plant which was partially erected by the Army during the war, and which is located some 30 miles away from the ordnance plant. The cost of this power is very cheap, owing to the fact that the Army transferred its interests in the power plant to the Navy. However, the power lines are owned and maintained by the Government.

*Repairs to buildings and structures.*—The estimate submitted by the naval ordnance plant under this heading was \$672,700, which was cut by the bureau to \$200,000.

While the entire naval ordnance plant is a new plant, and the buildings are new, and it might appear that no repairs are required to buildings and structures, it must nevertheless be borne in mind that by reason of this plant being new, and by reason of the fact that it is not yet fully operating, certain slight repairs and alterations will have to be made to practically every operating shop in order to get the fullest efficiency. Furthermore, there is always a certain amount of deterioration which must be taken care of, and it appears to the bureau that \$200,000 is a conservative estimate for this purpose.

*Repairs to plant appliances.*—Under this subdivision the naval ordnance plant submitted an estimate of \$299,200, which the bureau cut to \$100,000. This item relates to power-plant appliances, handling apparatus, cranes, both locomotive and overhead, boilers, piping, furnaces, railroad rolling stock, live stock, vehicles, derricks, scales, typewriters, calculating machines, addressographs, blue-printing machines, etc.

The bureau considers that \$100,000, which is estimated instead of the \$299,200 submitted by the plant, is a very moderate estimate, and supported by any plant of similar size in the country.

*Repairs to machinery and machine tools.*—Under this subdivision the naval ordnance plant submitted an estimate of \$513,600, which the bureau cut to \$175,000. This subdivision has to do with repair and upkeep and replacement, if necessary, of all stationary tools using power and fuel for their operation. For example, boring mills, drill presses, grinding machines, lathes, milling machines, planers, punch presses, band, circular, and jig saws, shapers, slotters, steam hammers, trip hammers, stickers, mortise machines, blowers, kilns, cupolas, forges, furnaces. As practically all equipment of the ordnance plant, including the tremendous open-hearth furnaces, electric furnaces, carbonizing furnaces, treatment furnaces, annealing furnaces, hydraulic presses, big planers, saws and grinders required in the handling of armor and gun forgings require continuous repair and upkeep by reason of the heavy duty done by this nature of tools, it appears that \$175,000 is a moderate estimate.

It should be borne in mind, in connection with this item, that the linings of open-hearth furnaces, electric furnaces, annealing furnaces, tempering furnaces, carbonizing furnaces require continuous repairs to keep them in condition or else they are burned out, which will require rebuilding.

In any steel plant in the country it will be observed that there is a large body of men, skilled in this work, kept continually at this nature of repairs. It should further be borne in mind that, while the plant is not in full operation at the present moment, the estimates submitted are predicated on the assumption that by next July this plant will be working full blast on the production of armor, gun forgings, and projectiles.

*Miscellaneous equipment, including additions to stock.*—Under this heading the naval ordnance plant submitted an estimate of \$150,000, which the bureau cut to \$50,000. Articles in this class are classified as articles which assist in work, as, for instance, furniture, workbenches, handcarts, hand trucks, hand hoists, blocks, templates,

molds, patterns, and flasks. As the primary business of this plant is in castings from which forgings are made to template, it will be seen that the upkeep of templates, molds, patterns, and flasks will naturally amount to a considerable item, and the \$50,000 included by the bureau does not represent an estimate for this purpose.

*Portable power tools, including additions to stock.*—The plant submitted an estimate of \$50,000 for this purpose, which the bureau cut to \$17,000. These tools are used in using power or fuel in their operation, examples of which are air tools, air hammers, oil hose, steam hose, portable electric drills, gasoline torches, oxyacetylene welding, riveting forges, portable acetylene-welding apparatus, etc. All repairs, and additional apparatus of this nature are charged to this title.

*Loose and hand tools, including additions to stock.*—The plant estimated \$57,200 for this purpose, which the bureau cut to \$57,200. This class of tools covers manual use, not requiring fuel or power, and attachments and small tools and portable power tools not part of the equipment of any particular portable power tool. Examples may be given as stocks, taps and die threads, gauges, micrometers, calipers, files, all tools pertaining to any such as blacksmiths', carpenters', electricians', joiners', machinists', plumbers' tools, cutting tools, and holding devices for machine and portable tools, such as milling cutters, planer tools, reamers, drills, countersinks, clamps, dogs, V blocks, parallel strips, angle plates, planer jacks, etc. In a new plant it will be found that there are a large number of deficiencies of tools, as it is almost beyond human foresight to foresee in laying out the nature of tool required.

The total amount estimated, as comprised in above items, amounts to \$1,067,600. The bureau believes this to be a conservative estimate, and an estimate of the amount required for a plant of the size and nature of the naval ordnance plant at South Charleston.

In this connection it should be stated that the capacity of the naval ordnance plant is 10,000 tons of armor plate at a sale value of over \$5,000,000. In addition to the capacity of 2,000 armor-piercing projectiles, the sale value of which is \$2,000,000, and for miscellaneous forgings, gun forgings, air flasks, etc., the value of which is approximately \$3,000,000. In other words, the total value of the plant, if run full blast, could be sold for \$10,000,000. Comparing the estimate for the maintenance of the plant, \$654,200, to the total output of \$10,000,000, the bureau feels that the estimate is very conservative. Another way to estimate is the proportion of the estimate to the total cost of the plant, which appears to the bureau to be moderate.

#### NAVAL PROVING GROUND AND NAVAL POWDER FACTORY.

Yesterday at my hearings before the committee, on appropriation "for ordnance stores," the chairman asked why the sum of \$1,067,600 was requested for appropriation "Ordnance and ordnance stores" for the naval proving ground at Indianhead, Md., and I promised to give further details of this proposed estimate to the committee in order that they would understand the expenditures.

In the first place, the naval proving ground submitted an estimate of \$1,920,000, which the bureau cut to \$1,067,600.

The naval proving ground consists of three separate and distinct plants: first, the proving ground at Indianhead, Md.; second, the powder factory at Indianhead, Md.; third, the proving ground, lower station, Dahlgren, Va. Formerly the powder factory at Indianhead and the proving ground at Indianhead were one, but to the fact that the community has built up very rapidly in the vicinity of Indianhead, with the consequent result that the firing of guns and ammunition early result in injury to people and their habitations at Indianhead, and of the long ranges of modern guns, it became necessary during the war to establish a new proving ground at Dahlgren, Va. All of the proof facilities were moved to that place, but at present it is necessary and will continue for approximately another year, to have part of the firing conducted at Indianhead and part at Dahlgren, Va.

Transportation to Indianhead, Md., both for the powder factory and the proving ground is effected by railroads via White Plains, Md., and by barge on the Potomac River. Transportation to Dahlgren, Va., is effected by railroad or barge, and thence by reshipment 33 miles on the Potomac River to Dahlgren, Va.

The powder factory at Indianhead, Md., has a rated capacity of 80,000 pounds of smokeless powder per day; its acreage is 1,000. There are 212 buildings



factory. There are about 8½ miles of railroad tracks. In addition there are miles of steam-pipe lines from the power plant out of doors to the dry houses, for fire protection, power lines, lighting, fencing, and water front. The land at Indianhead has an acreage of 2,000, with 298 buildings on it, of which were provided by the Housing Corporation and which are now self-sufficient in rents supplying the means for maintaining these buildings. There are 10 miles of railroad track with the necessary power, wiring, lighting wiring, telephone lines, and roads usually found in a plant of this nature. In addition there are at least a number of gun emplacements, which must be maintained, target structures which are continually being knocked down by the impact of shot and which must be built, sand butts for catching projectiles, which are continually being harvested, and boats.

At the power station at Dahlgren, Va., the acreage is 1,436, with approximately 70 buildings. There are 4½ miles of railroad track and two hangars for airplanes used on with ordnance work, which must be maintained by this appropriation. Also a number of civilians who run the station boats, which are also carried by this appropriation. Of the \$1,067,600 estimated for next year, approximately 40 per cent will be used at Dahlgren, Va., and 60 per cent at Indianhead, Md., both for the powder factory and at the proving ground.

The appropriation "Ordnance and ordnance stores" bears the cost of relining and repairing all guns and ordnance material. Consequently as soon as this material is relined, repaired, or otherwise handled, it becomes necessary to test it by firing, and the cost of such tests is charged against this appropriation. This includes the test of reworked powder, the test of target projectiles, and other tests purchased under appropriation "Ordnance and ordnance stores." These tests have a cost which must be borne by the appropriation under which the material is being purchased.

At Indianhead in connection with the powder factory, storage sheds for powder are maintained. During the war this sodium nitrate was purchased in large quantities and stored in various buildings rented in seaport towns. This material is now moved into the storage sheds at Indianhead, and the entire cost of handling it is borne by this appropriation. The powder factory and the proving ground contain large numbers of buildings in which are stored high explosives and powder, necessarily must be kept clear of brush as fire protection. A considerable amount of this appropriation is used for this purpose. As the powder factory is working at a capacity of 12,000 pounds per day, when its rated capacity is 15,000 pounds per day, naturally a large number of units are lying idle and they are not maintained ready to operate. The cost of this maintenance is borne by this appropriation, but notwithstanding this fact, a red ink charge is carried on the cost account for powder produced in order that the true cost of the powder may be known.

The cost of the chemical and physical laboratories at the naval proving ground and the powder factory are borne under this appropriation. The handling of all ordnance material and transportation of all guns and ordnance material, are paid for under this appropriation.

With the above details that the committee will readily understand, the estimate of \$1,000,000 is a very moderate one for these most important places.

It was possible to have enlisted personnel run the tugs, barges, range lighters, at the proving ground and powder factory, but since the war it has been necessary to reduce the number of boats used and replace the crews on board by civilian personnel. The proving ground is the most important of the Bureau of Ordnance; without it maintained in an efficient condition it is absolutely impossible for the bureau to conduct its experimental work on its new ordnance material. For instance, we receive a report from the target practice a certain powder did not give the proper results; charges of powder, similar to those used by the ship are immediately brought to Indianhead, parties are sent down the range, the powder fired, the fall of shots observed, the bureau immediately knows whether or not it was caused by the powder or whether it was due to personnel on board the ship.

An example might be given of the design of a gun for the new construction. A design appears perfect on the drawing sheet and a type gun is built and sent to the proving ground. It is there tested and difficulties are found to exist in the recoil and recoil mechanism. Modifications of design are made, the gun is fired and a perfected design is obtained which is satisfactory and safe for use on the new construction.

An example might be given, that we receive information from abroad that a certain gun has a certain type of fuse. We find that our fuses will not do

what is claimed for the foreign fuse. We immediately start to work, taking experiments, elimination, trial, retrial, and repeated firings, and what is wrong with our fuse and how to correct it. Hundreds of experiments given to the committee of every day application, and it is most earnestly recommended that this amount be allowed, as it is absolutely essential to the efficiency of the Navy that this place be allowed to go ahead in an effort to insure that our ordnance development will not fall behind that of other countries.

Very sincerely, yours,

CHAS. B. MCNAVY,  
Rear Admiral, United States Navy,  
Chief of the Bureau of Ordnance

HON. PATRICK H. KELLEY,  
House of Representatives, Washington, D. C.

NAVY DEPARTMENT,  
BUREAU OF ORDNANCE,  
Washington, D. C., January 10, 1922

MY DEAR GOV. KELLEY: Replying to your telephone message of yesterday, for further details of the estimate under "Ordnance and Ordnance Stores" submitted to the committee on January 10, 1922, I have to submit the following:

The estimate for the proving ground of \$1,067,600 was prepared, using the force for the first two months of the current year taking into account the force employed there which is expected to be made before the beginning of the next fiscal year.

Since the preparation of the estimates, the bureau has had expenditures for the first five months of the current year. As a basis, the expenditures at the naval proving ground (which include the upper station, and the lower station) will amount to \$1,428,000 for the current year. This figure includes the classified force for 1922, exclusive of the classified force, is \$1,067,600, to which should be added approximately \$138,000 for the classified force (chemists, laboratorians, computers, transmitters, meteorological observers, clerks, etc.), or a total of \$1,205,766.40. It is estimated that this sum of money will be spent as follows:

First cost charges under all classes:

Grounds.....	\$12,400
Waterfront.....	1,700
Land transportation, sheds and stables.....	10,200
Quarters.....	2,600
Miscellaneous.....	3,600
Plant appliances.....	5,400

Clerical force, miscellaneous labor and consumable supplies under the following subheads:

Offices.....	82,000
Miscellaneous.....	220,000

(This includes all labor and material for handling sodium nitrate, cotton, sulphur, guns, mounts, projectiles, fuses, and ordnance stores, labor and material for water supply and power house, labor and material for all work not classified either first cost or as repairs.)

Leave and holiday.....	149,800
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Repairs and attendance:

Land transportation tracks.....	31,600
Power plant distribution systems.....	2,000
Grounds, all maintenance charges.....	90,000
Waterfront, all maintenance charges.....	6,600
Communications, all maintenance charges.....	12,800

Repairs to buildings and structures:

Land transportation, sheds, and stables.....	1,560
Power plant, offices, quarters, shops, hospitals and dispensaries, miscellaneous buildings, including storehouses.....	145,950

Repairs, replacements, and additions to plant and miscellaneous equipment:

Rolling stock, wagons, cranes, etc.....	\$92,700	
Power plant.....	2,200	
Floating property, all maintenance charges, including civilian crews to replace enlisted men.....	86,600	
Miscellaneous replacements.....	42,300	
Repairs to machinery and machine tools in the shops.....	15,000	
Supervision.....	8,200	
		<hr/>
		\$247,000.00
Ballistic firings and tests.....		180,606.40
		<hr/>
Total.....		1,205,816.40

Again I wish to stress the fact that the proving ground is the most important adjunct to the Naval Establishment, and without it left in a condition to carry on the work in the fullest and most complete way the backbone of the naval service; i. e., the Ordnance, will suffer. The above estimates were prepared from data on hand in the Bureau of Ordnance, as there was not sufficient time to send to the naval proving ground for figures more in detail for your committee.

Sincerely, yours,

CHAS. B. McVAY, Jr.,  
Rear Admiral, United States Navy,  
Chief of Bureau.

Hon. P. H. KELLEY, M. C.,  
House of Representatives.

(Thereupon, the committee adjourned.)



COMMUNITARIANISM

[No. 138.]

**TO PUNISH PERSONS NOT AUTHORIZED TO POSSESS CERTAIN NAVAL DECORATIONS. REFERRED TO THE COMMITTEE ON THE JUDICIARY.**

(H. R. 8184.)

**DEPARTMENT OF THE NAVY,**  
Washington, August 2, 1921.

The **SPEAKER**,  
*House of Representatives,*

**MY DEAR MR. SPEAKER:** I have the honor to recommend the enactment of the following legislation:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any person who shall offer for sale any military or naval decoration, medal, or badge, issued by the Government of the United States, or by any State, to any person not authorized to possess such decoration, medal, or badge, shall be punished by fine of \$100, or by imprisonment for six months, or both.

It has been brought to the attention of the department that many pawn shops are displaying various military and naval decorations, medals, and badges for sale, and they can thus be readily acquired by persons not entitled to wear them. This practice tends to lessen the sentimental value of such decorations, medals, and badges, and is not considered to be to the best interests of the service. It is believed that the proposed legislation would be effective in stopping this practice.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

40185—21—No. 138

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CONTINUED

[No. 139.]

**TO PROVIDE FOR THE PAYMENT FOR CONTRACTS ENTERED  
INTO BY THE NAVY DEPARTMENT WITH GOVERNMENT-  
OWNED ESTABLISHMENTS.**

(H. R. 7734.)

**COMMITTEE ON NAVAL AFFAIRS,  
Wednesday, August 10, 1921.**

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

The CHAIRMAN. Mr. Hull, of Iowa, has introduced the bill H. R. 7734, to provide for the payment for contracts entered into by the Navy Department with Government-owned establishments. I said to Mr. Hull that if he would come before the committee we would be glad to hear him.

You may proceed, Mr. Hull.

Mr. HULL. Mr. Chairman, I do not know how much time you want me to consume in explanation of this bill.

The CHAIRMAN. Permit me to say, Mr. Hull, that the time is yours.

**STATEMENT OF HON. HARRY E. HULL, A MEMBER OF CON-  
GRESS FROM THE STATE OF IOWA.**

Mr. HULL. Mr. Chairman and gentlemen of the committee, I am very much interested in this bill, not selfishly, because it has nothing to do with my district. I have not a navy yard within a thousand miles. I am interested in the bill, as all of you are, because I know that the bill means saving money to the Government; there is no question about that. I could stop right here and simply refer you to Mr. Denby's letter and Admiral McVay's letter as positive proof of that. I will say this, however: The reason I introduced this bill is because it is in line with a policy that I hope we can establish in this country. I think if it had been established years ago the country would have saved billions of dollars, that is, by the use of the Government navy yards and arsenals as price-fixing establishments, that is, for the fixing of the price of anything that is to be bought either for the Army or the Navy. I found when I came here that the arsenals were not efficient at all, that they were not being used for that purpose, and practically everything was thrown to the private contractor that could be. It has not been cured yet.

I found one thing in the way and that was at the end of every year the money that we appropriated for use in the arsenals was not available in the arsenals, owing to a construction put upon the

appropriation bills by the Comptroller of the Treasury, that obligated that money for cannon, for instance, in May or June, the cannon would have to be completed in the arsenals by the first of July in order to use the money, but that they could go and buy them of the Bethlehem Steel Co. and obligate all the money the company could deliver those cannon in the next year or two years. It was a peculiar condition. Everybody admitted that was wrong. I figured on it and put an amendment on the appropriation bill, I think three years ago, which was done with the consent of the War Department, and it has worked fine, and there has never been any complaint about it. This bill is practically the same thing as applies to the arsenals, making the appropriations for the use of the arsenals the same as the private contract. That is all this bill does. If you will read it carefully you will see that it simply makes the money available for use in the arsenals if they can do the work cheaper. Along with that amendment I put an amendment on the Army, Navy, and fortification bill that if they can do the work cheaper in the Government-owned factories than they can do it there, but that part covered by this bill never got on the bill. I introduced this bill simply with the thought that it was in the heart of every American citizen to stop as much profiteering as possible in the munitions of war, which covers every branch of the Army and Navy.

It is all very well to say, as President Harding has said, that when war comes we ought to conscript the entire industrial organization of the country, but how much easier and better it is to stop the profiteering, as far as we can, in time of peace. The purpose of this bill is simply to try and stop that and to let the navy yards do the work if they can do it cheaper than some private profiteer. I call your attention to a letter written by Rear Admiral Charles H. Davis, Chief of the Bureau of Ordnance, in which he calls attention to the fact that although they could have done a certain job cheaper than a private contractor they had to give it to the private contractor simply because they did not have this authority in the Navy Department. That is on page 3704 of the Congressional Record.

Mr. O'CONNOR. Who was the Comptroller of the Treasury who rendered that decision?

Mr. HULL. It is an old decision; I do not know. It was some time ago.

Mr. STEPHENS. What particular contract did Admiral Davis refer to?

Mr. HULL. His letter shows that plainly. You will find that there is a lot of work being done outside of the navy yards that could be done in the navy yards for less money, simply because Congress has not enacted this legislation.

Mr. STEPHENS. Will you kindly explain right there clearly what it is that prevents the navy yards from going ahead with that work? I did not quite catch that.

Mr. HULL. I have told you that it is this decision of the Comptroller of the Treasury that they can not obligate the money to the navy yards. I do not say that the decision is incorrect; I do not know whether it is.

Mr. SWING. They can not obligate it for more than one



Mr. HULL. If the work is to be let on the 1st day of June, it would have to be done on the 1st day of July.

Mr. O'CONNOR. And that drives them to the necessity of putting all that work with some big steel company?

Mr. HULL. This is the situation: Suppose you appropriate \$100,000 for some large cannon, practically that work has to go to some private contractor because the money can not be used in the navy yard within the time permitted; it can not be used after the 30th of June of the fiscal year for which you make the appropriation, but they can obligate it to a private contractor for the next two or three years.

Mr. MCCLINTIC. According to the terms of this bill, if enacted into law, if the navy yards were given a contract to construct 15 ships, and it was not possible to complete the ships within the period of one year, then they could go ahead and complete the 15 ships?

Mr. HULL. Yes, sir; it takes a special provision now, if you use it in a Government-owned factory.

Mr. MCCLINTIC. Do you not think that would work a very serious hardship on the Government if it were developed that those ships were rendered obsolete because of some new invention, as they would have to go ahead and complete the ships anyhow?

Mr. HULL. No; they would not. The only thing this bill does is to put the navy yards on a parity with the private contractors. To-day instead of letting it where it can be done cheaper, they simply let it to a private contractor and the money goes to him, not only all the money, but more than it would cost if the work was done in a navy yard.

Mr. MCCLINTIC. According to the present law if the contract is meritorious and let to a navy yard and it can not be completed in one year we can reappropriate money to finish the contract. That is the present status. Your bill would fix it so that whenever we authorized a contract we could not stop it, regardless of what inventions might be discovered.

Mr. HULL. Certainly you can stop it better in a navy yard; you have far better control of the money in a navy yard than with a private contractor.

Mr. O'CONNOR. Under existing law, do they not always let the contract to a private contractor?

Mr. HULL. Practically.

Mr. MCCLINTIC. In the navy yard we must have some control.

Mr. HULL. You have more jurisdiction over the navy yards, you have better control of the money, than when obligated to a private profiteer.

Mr. MCCLINTIC. But if we pass this bill whenever we authorize a contract to be given to a navy yard we lose control?

Mr. HULL. You mean that you do not have any control of the Chief of Ordnance of the Navy Department?

Mr. MCCLINTIC. Not much.

Mr. HULL. You certainly do.

Mr. MCCLINTIC. We found on investigation that they were spending a lot of money appropriated for other purposes in the construction of residences.

Mr. HULL. Was not that by an outside private contractor?

Mr. MCCLINTIC. No, sir.

Mr. HULL. I just want to answer Mr. Stephens's inquiry by a letter written by Admiral McVay to Mr. Darrow, in which

Your letter of April 20 requesting information concerning the award of 14-inch and 16-inch proof shot has been received.

While the navy yard was the low bidder on 14-inch proof shot only—

Please notice this.

While the navy yard was the low bidder on 14-inch proof shot only, delivery, 13 months, rendered it impossible to give even that part of the yard, because it would have necessitated using next year's money, which be very scarce. Money is available from this year's current appropriation, and ordnance stores," and can only be used after July 1 if obligated by contract to that date. Placing an order with a navy yard is not "obligating" it, though such is the case with Army appropriations.

I think that the employees of the navy yard who called on you have a informed regarding this matter, and am sorry that they took up your time unnecessarily. I am always glad to furnish information and hope you will not call upon me.

Mr. STEPHENS. That is taken out of "Ordnance and stores?"

Mr. HULL. Yes, sir.

Mr. STEPHENS. They can do anything under "Ordnance and ordnance stores," can they not?

Mr. HULL. They can not use it in the navy yards; he says so here.

Mr. STEPHENS. I know he says so, but can they not use it?

Mr. HULL. He says they can not. I will say that they can not.

Mr. STEPHENS. They can not use the money appropriated for "Ordnance and ordnance stores"?

Mr. HULL. Not in the navy yards. That is what causes the high price.

Mr. STEPHENS. I know, but the appropriation under "Ordnance and ordnance stores" can be used to construct guns, shot, or whatever they want.

Mr. HULL. Not if they use it in the navy yards, and they have not finished July 1.

Mr. STEPHENS. That is taken out of "Ordnance and stores"?

Mr. HULL. Yes, sir; he can use that up to the 1st of July.

Mr. STEPHENS. If he has the funds under "Ordnance and stores," could not he go on with the contract?

Mr. HULL. No, sir; he could not. That is the reason for the high price to enable him to do so, the same as if he placed the contract with a private contractor.

Mr. STEPHENS. I will say he can, because they have done nothing that Mr. McClintic called your attention to; they have expended hundreds of thousands of dollars to build private buildings, that very fund.

Mr. SWING. Provided they have the money to do it?

Mr. STEPHENS. They always have the money.

Mr. MCCLINTIC. How much have they allotted for next year?

Mr. STEPHENS. They have allotted \$1,027,000 for proving guns for the next year, and it will be spent mostly at Dahlgren.

Mr. DARROW. Is there not a distinction between the material referred to, inasmuch as these are advertised bids, these are from private people as well as from the navy yards?

Mr. STEPHENS. Slightly different.

Mr. McCLINTIC. I can not understand what advantage it would be to have a law of this kind.

Mr. HULL. I will read to you from the highest authority that there is in the Navy.

Mr. McCLINTIC. Who is that?

Mr. HULL. Mr. Denby.

Mr. McCLINTIC. Is it not a fact—I do not want to make any statement reflecting on the Secretary of the Navy—that whenever any matter comes up which relates to any branch of the Navy that that matter is referred to the admiral in charge and the admiral prepares the information and it goes to the Secretary for his signature?

Mr. HULL. Certainly not in the case of a bill like this the Secretary of the Navy is supposed to know. We had it up with the Secretary of War, and I will give Mr. Baker this credit, Mr. Baker went into the thing thoroughly and he found that that condition existed in the War Department, and we cured it.

Mr. O'CONNOR. What does Mr. Denby say?

Mr. HULL. Under date of May 9, 1921, Mr. Denby says:

The annual appropriations for maintenance of the Navy must be expended within the period covered by the appropriation, except that orders or contracts for the manufacture and delivery of material, when placed with commercial establishments, are chargeable, after delivery of the material and its acceptance, to the appropriation of the year within which the contract is made. This is necessary, because payments can be made only upon delivery of material satisfying specifications, and unless such a provision exists a deficiency might be created in the year succeeding that in which the contract was placed. Other good reasons for this procedure could also be given if it were deemed necessary to explain to you a well-established principle governing the annual appropriations.

Mr. Darrow, Representative from Pennsylvania, introduced in the House of Representatives an amendment to the naval appropriation bill, as follows:

That is this bill, which I will not read.

Under this amendment it would have been quite possible to charge work performed at Government-owned plants to the appropriation for the year in which the order was placed. At present work at Government-owned plants is always paid for during the year in which the work was accomplished. From the department's point of view, the suggested amendment would make it possible to save money—

Please notice that.

From the department's point of view, the suggested amendment would make it possible to save money under certain circumstances and would not allow any increase in expenditure, and it is not seen how any increase in expenditure could be authorized by the provisions of the amendment.

Mr. Darrow in the House of Representatives cited an instance where the Bureau of Ordnance—

That is Admiral McVay, he goes all over that.

Was unable to place an order with the navy yard, Washington, for certain 14-inch shell, because the delivery of these shell would extend over a period of 13 months and the cost of them would be a drain upon the ordnance appropriations for the coming year. As a result of this condition, an order for these shell was placed with private manufacturers at a price higher than the estimated cost if the shell had been manufactured at the navy yard, Washington. A similar instance occurred in the case of the conversion of the collier *Jupiter* into the airplane carrier *Langley*. Certain of the work was ordered by contract at a cost of several hundred thousands of dollars instead of being ordered completed at the navy yard.

Think of that.

Mr. McCLINTIC. Why was that?

Mr. HULL. It was simply because they say they could and all because the Navy Department lacked the authority. The bill will give them.

Whether or not the navy yard could have accomplished the work done by contract at a decreased price, the authority to order this work the navy yard would undoubtedly have expedited by several months the repair of the *Langley* for service as an airplane carrier.

Just think of that.

The additional difficulty introduced by the necessity of coordinating the private contractor with that at the navy yard delayed the completion of the project.

Not only delayed it, but it cost several hundred thousand dollars more.

Perhaps a better job, and certainly a quicker one, would have been had it been practicable to order the navy yard to accomplish the work. This was impracticable in view of the lack of such a provision of law as provided if the proposed amendment were adopted.

In short, from the point of view of the department, the intent of the amendment is to save money for the Government and to expedite work.

That is signed Edwin Denby.

Mr. O'CONNOR. Why it was necessary for the Secretary to have written it, in view of the comptroller's decision, I cannot say, but it looks strange that he was not vested with the authority to order the completion of the collier.

Mr. MCCLINTIC. If he does not have any authority over the navy yard, if he can not order the navy yards to repair or rebuild a ship or change from one type to another, I would close the navy yards and hire all the work done.

Mr. O'CONNOR. I agree with you.

Mr. HULL. Just one minute, gentlemen, and I will close. I will call your attention to Mr. Poindexter's statement in the report when this bill was under consideration:

Mr. KING. I should like to have some explanation from the Secretary as to the purpose of the amendment. The matter was up the other day. It seems to me the amendment gives to the Government yards a great advantage over the private yards. I do not know that I should oppose that if it results in benefit; indeed, I would oppose it if it results in benefit to the Government.

Mr. POINDEXTER. I am sure it will not have that effect. I do not favor giving any advantage to Government yards over private yards in the Government work. On the contrary, the effect of the amendment will be to put the Government yards and private yards on the same basis in the respect of the work done in the amendment proposed. By the existing law, where a contract is made with the Navy Department with private yards under an appropriation made by Congress, the appropriation is available to pay for the contract until the work is completed. If the work should extend over the fiscal year, but with a Government yard the work extends beyond the fiscal year for which the appropriation is made, the appropriation is not available.

The consequence is that in many cases Government yards can not bid for work that can not be let to Government yards because the work obviously can not be completed within the fiscal year. The result is that in some instances which have come to my attention, even though Government yards, such as the navy yard at Washington, make a considerably lower bid, the contract has to be let to a private yard. The effect of the amendment would be to enable the department to take advantage of the lower bid of a Government yard on the same basis as a private yard.

I do not want to take up your time. There is not a single man who will fight any economy or any reduction in the Navy. I am sure there is nobody, so far as I know, who is asking to have

done in the navy yards in order to keep the men at work; all they ask in this bill is that if you are going to spend some money you treat the navy yards on a parity with the private contractors. I will not say profiteering contractors, but private contractors—simply give your navy yards a chance to keep their men at work if they have the money to spend. That is all the bill does. There is not anything else to say.

Mr. McCLINTIC. Would you object to amending this bill so as to cause it to do just what you are asking for, instead of doing something else?

Mr. HULL. Certainly not.

Mr. McCLINTIC. To amend it so as to allow the navy yards to accept the work when they are the lowest bidder instead of giving them the right to spend all of the money?

Mr. HULL. Certainly, if you can fix it any better. That is, I understand, simply what it does now.

Mr. O'CONNOR. The purpose of this bill is to keep the employees in the navy yards going?

Mr. HULL. No, sir; that is not the object at all. The object of this bill is simply to save money for the Government and to keep the work in the navy yards if it will save money; that is the bill's object.

The CHAIRMAN. The best way to save money is not to take it out of the Treasury, but to leave it there?

Mr. HULL. That is right; I am with you on that proposition. We are trying to do the same with the military, but no matter if you disarm, no matter what you do, you are going to have navy yards and arsenals running in this country, but you ought to put them on a parity with the private contractors. That is all this bill does.

Mr. SWING. Is it a statute or a regulation that requires the navy yard to bid?

Mr. HULL. No; it is the law; I think an appropriation bill.

Mr. SWING. Otherwise they can not get the work?

Mr. HULL. I do not know.

The CHAIRMAN. Mr. Hull, please cite us to the act of Congress to which you have referred. I know there is authority in the Navy Department, but I thought it was entirely in the regulations.

Mr. WALKER. There is authority of law for officers who manage the yards to make estimates of what the work will cost, and those estimates are placed before the Secretary of the Navy at the time he is letting the bids.

Mr. McPHERSON. Take a case where, say, the navy yard was the lowest bidder. Suppose a contract had been let to the navy yard for fifteen 14-inch guns and the work when completed turns out to cost more, then we pay that difference out of the Treasury, it might be true or it might not that we would have saved money provided they had been able to complete the contract.

Mr. HULL. It is also true that if they had done it for less they would have saved money. That often happens and it sometimes happens with private contractors. I think you have a bill now where they overran their own estimates and you have to pay the bill.

Mr. McPHERSON. Not where they finished the work for a certain sum of money. The bill we have is to pay the loss on contracts where they were doing the work for a fixed fee. The Government paid all the expense.

Mr. HULL. This thing is not temporary, it is going on in this country until we are going to stop all this private profiteering. In the arsenals they took contracts on two or three million dollars of business and they saved not only in excess of a million dollars in letting the contracts, but when they came to find out they had done the work at far less than they had offered to do it. All that money was saved to the Government.

The CHAIRMAN. Gentlemen, Mr. Egerton, the Solicitor for the Navy Department, is here. Mr. Egerton, we would like to have you make such comment as you see fit as the representative of the Navy Department.

**STATEMENT OF MR. GRAHAM EGERTON, SOLICITOR, ACCOMPANIED BY MR. PHILIP WALKER.**

Mr. EGERTON. I think Mr. Chairman, that Mr. Hull has covered very well every point. I do not know anything that I could add in support of this bill other than what he has said.

The question was raised whether or not the purpose of this bill was to give additional work to the navy yards. Incidentally, that, I think, would be a result of the bill; it is my honest judgment that that would be an incidental arising from the passage of this bill. However, that is not the object that the Department is seeking. Under a ruling of the comptroller, which Mr. Hull has alluded to, we find that it has been so accepted now for a long time in the Navy Department that orders which can not be performed within the fiscal year can not be undertaken at the navy yards, legally. This ruling is that balances of annual appropriations must, under section 3690 of the Revised Statutes, be covered into the surplus fund, except as obligated by a contract. An order on a navy yard is not a contract.

Mr. McCLINTIC. Is that based upon law?

Mr. EGERTON. Yes, sir.

Mr. McCLINTIC. Law or a ruling?

Mr. EGERTON. A ruling of the comptroller, which is binding on all the pay officers of the Navy Department.

Mr. O'CONNOR. So that work started at a navy yard, if not completed during that fiscal year, in order to avoid loss, would have to be awarded to a private contractor for completion? Is that the idea?

Mr. EGERTON. Yes, sir.

Mr. O'CONNOR. Under existing law as interpreted by the comptroller?

Mr. EGERTON. Yes, sir.

The CHAIRMAN. That does not refer to ships which go on year after year?

Mr. EGERTON. That is under a special appropriation, "Increase of the Navy," which covers that. This covers materials and articles for the Navy.

Mr. McPHERSON. Suppose Congress should authorize the building of some cannon at the gun factory and appropriated the money for them and suppose, as a matter of fact, that when they did that it would take two years to complete the guns, do you mean to say that the Navy Department could not legally enter upon that work?

Mr. EGERTON. If Congress, as you say, should authorize the building of guns at the Washington Navy Yard, I think certainly they would go ahead and do that.

Mr. MCPHERSON. Suppose that Congress should authorize the Navy Department to build 100 guns and they let contracts, and suppose they let that work to the gun factory, do you mean to say that the Navy Department could not enter upon that work the next day simply because they knew in advance that they could not complete it by the 1st of July?

Mr. EGERTON. It would be subject, of course, to the amount appropriated by Congress.

Mr. MCPHERSON. Congress would have control of it and the money that was not expended on the building of the guns would be reappropriated.

Mr. McCLINTIC. Taking the illustration made by my friend, of 100 cannon, if this bill was the law, then there would not be any way for us to stop the navy yard from completing the entire 100 cannon.

The CHAIRMAN. Except to withhold the appropriation.

Mr. McCLINTIC. Yes, sir.

The CHAIRMAN. There are two large ships being built at the Philadelphia Navy Yard. As I recall, they are both large battle cruisers. Those contracts will continue on indefinitely or as long as Congress makes the appropriations?

Mr. EGERTON. Yes, sir.

The CHAIRMAN. If they want any material for those ships they will go out and buy it, provided Congress makes the appropriation?

Mr. EGERTON. Yes; I think that is right.

The CHAIRMAN. Is my construction of the purpose a correct one, that if the navy yard at Washington or at Philadelphia or at Boston or at Norfolk wishes toward the end of the fiscal year to buy some raw material in order to continue a contract they will do so within the year; is that the idea?

Mr. EGERTON. Yes, sir.

The CHAIRMAN. Suppose they wanted a tool or a machine in the navy yard, they would have to, within the year, purchase that?

Mr. EGERTON. Yes, sir; They have authority to purchase the material. The payment for the labor is where the trouble comes in.

The CHAIRMAN. Will you be good enough to send the committee a copy of the decision of the comptroller?

Mr. EGERTON. Yes, sir; I will be glad to do so.

Mr. O'CONNOR. As I understand it, there is really no contract with the navy yard in the legal sense.?

Mr. EGERTON. No, sir. Bids are called for by the Navy Department on material or anything of that kind and the navy yards are notified to send estimates of what it will cost to do the work. The estimate is treated as a bid, but it is not binding.

Mr. O'CONNOR. If it should turn out that the estimate is not correct, they look to Congress for an appropriation to meet the deficiency?

Mr. EGERTON. If the award is made to the navy yard that would be done, of course.

The CHAIRMAN. As I understand, the estimate is usually submitted by the bureau.

Mr. MCPHERSON. As I understand, there is no necessity for this bill. The Navy Department can let any of these contracts to the

navy yards provided the Navy Department is willing to stand for an appropriation necessary to complete the work?

Mr. EGERTON. Well, it appears that could be done, from that point.

The CHAIRMAN. It is largely in the hands of the bureau to stand?

Mr. EGERTON. Yes, sir.

Mr. O'CONNOR. They are simply asking Congress to give authority to the Navy Department.

Mr. WALKER. I should like to correct a misapprehension in the mind of Mr. McClintic. If Congress wants to have a private contract canceled it can order it canceled, but it must pay the contractor compensation for the breach. It is entirely within the power of Congress.

Mr. MCCLINTIC. I am glad to have that correction made.

Mr. MCPHERSON. There would be no difference in the principle. In other words, if we let a contract to a navy yard and it is canceled it 50 per cent and we wanted to cancel it, it is our money that we would suffer the same loss?

Mr. WALKER. Yes, sir.

Mr. O'CONNOR. Would you pay the contractor the profit?

Mr. WALKER. That is not allowed, under some decisions of the Court of Claims tend in that direction.

Mr. O'CONNOR. That is all they could recover under the law.

Mr. WALKER. Yes, sir.

TO PROVIDE FOR THE PAYMENT FOR CONTRACTS ENTERED INTO BY THE NAVY DEPARTMENT WITH GOVERNMENT-OWNED ESTABLISHMENTS.

[H. R. 7734.]

NAVY DEPARTMENT,  
Washington, D. C., August 1, 1898.

MY DEAR MR. BUTLER: Acknowledgment is made of your letter of the 28th instant, submitting, for the views and recommendation of the department, H. R. 7734, "To provide for the payment of contracts entered into by the Navy Department with government-owned establishments."

Under date of May 4 last the Secretary sent a letter to Senator Lodge on the subject, of which a copy is transmitted herewith. This embodies the views and recommendation of the department on the pending bill.

It must be understood, further, that this authority does not relate to orders made toward the end of a fiscal year but to all contracts which can not be completed within the fiscal year in which they are placed. In this connection attention is called to the following provision in the last naval appropriation act:

"No part of the moneys appropriated in each or any section of this act shall be expended for the purchase or acquirement of any article or articles the cost of the proposed acquirement can be manufactured or produced in each of the Government navy yards of the United States, when time and facilities are available, for a sum less than it can be purchased or acquired otherwise."

With regard to orders running over the fiscal year, where, as at present, no appropriation will be charged if a private contract is made, while it is not possible to charge future appropriations when the orders are placed in navy yards, no petition can be had. This is for the reason that the only lawful way to get appropriations is that payment be made subject to their enactment by Congress. If such a future appropriation should not be made, the order to the navy yard can not be completed.

It is for this reason that the passage of this bill is important to the Navy Department. Its passage is therefore recommended.

Sincerely, yours,

THEODORE ROOSEVELT,  
Acting Secretary.

HON. THOMAS S. BUTLER,  
House of Representatives, Washington, D. C.



MAY 4, 1921.

MY DEAR SENATOR: The annual appropriations for maintenance of the Navy must be expended within the period covered by the appropriation, except that orders or contracts for the manufacture and delivery of material, when placed with commercial establishments, are chargeable, after delivery of the material and its acceptance, to the appropriation of the year within which the contract is made. This is necessary because payments can be made only upon delivery of material satisfying specifications, and unless such a provision exists, a deficiency might be created in the year succeeding that in which the contract was placed. Other good reasons for this procedure could also be given if it were deemed necessary to explain to you a well-established principle governing the annual appropriations.

Mr. Darrow, Representative from Pennsylvania, introduced in the House of Representatives an amendment to the naval appropriation bill, as follows:

"*Provided*, That all orders or contracts for the manufacture of material pertaining to approved projects for the Navy heretofore or hereafter placed with Government-owned establishments shall be considered as obligations in the same manner as provided for similar orders placed with commercial manufacturers, and the appropriations shall remain available for the payment of the obligations so created as in the case of contracts or orders placed by the Navy Department with commercial manufacturers."

Under this amendment it would have been quite possible to charge work performed at Government-owned plants to the appropriation for the year in which the order was placed. At present, work at Government-owned plants is always paid for during the year in which the work was accomplished. From the department's point of view, the suggested amendment would make it possible to save money under certain circumstances and would not allow any increase in expenditure, and it is not seen how any increase in expenditure could be authorized by the provisions of the amendment.

Mr. Darrow, in the House of Representatives, cited an instance where the Bureau of Ordnance was unable to place an order with the navy yard, Washington, for certain 14-inch shell because the delivery of these shell would extend over a period of 13 months and the cost of them would be a drain upon the Ordnance appropriations for the coming year. As a result of this condition, an order for these shell was placed with private manufacturers at a price higher than the estimated cost if the shell had been manufactured at the navy yard, Washington. A similar instance occurred in the case of the conversion of the collier *Jupiter* into the airplane carrier *Langley*. Certain of the work was ordered by contract at a cost of several hundred thousands of dollars instead of being ordered completed at the navy yard. Whether or not the navy yard could have accomplished the work that is being done by contract at a decreased price, the authority to order this work at the navy yard would undoubtedly have expedited by several months the readiness of the *Langley* for service as an airplane carrier.

The additional difficulty introduced by the necessity of coordinating the work of the private contractor with that at the navy yard delayed the completion of the whole project. Perhaps a better job, and certainly a quicker one, would have been accomplished had it been practicable to order the navy yard to accomplish the entire project. This was impracticable in view of the lack of such a provision of law as would be provided if the proposed amendment were adopted.

In short, from the point of view of the department, the intent of the proposed amendment is to save money for the Government and to expedite work.

Sincerely, yours,

EDWIN DENBY.

Hon. H. C. LODGE,  
United States Senate, Washington, D. C.

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[H. R. 7734, Sixty-seventh Congress, first session.]

A BILL To provide for the payment for contracts entered into by the Navy Department with Government-owned establishments.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That all orders or contracts for work or material made, authorized, or entered into by the Navy Department under authorization of law heretofore or hereafter placed with Government-owned establishments shall be considered as obligations in the same manner as provided for similar orders placed with private contractors, and appropriations for such work or material shall remain available for payment therefor as in the case of contracts or orders with private contractors.

NAVY DEPARTMENT  
Washington, August

MY DEAR MR. BUTLER: With regard to H. R. 7734, a bill "To provide for the payment of contracts entered into by the Navy Department with Government-owned establishments," it appears that a recent decision of the Comptroller of the Treasury in considering the similar law relating to the War Department, has held that that law does not extend the annual appropriations to the extent, except in the case of, of permitting a charge upon the existing appropriation for labor within the following fiscal year. A copy of that decision is transmitted herewith.

Without additional legislation it is permitted to place orders in navy material necessary for the performance of such orders will be a charge upon the appropriation if contracted for before the end of the fiscal year. It is not so and if, as the comptroller has decided, the present War Department act does not give the desired relief, neither will H. R. 7734.

As it is this class of relief which the Navy Department especially desires, I am in mission to withdraw the department's recommendations for the passage of the bill in its present form.

Sincerely, yours,

THEODORE ROOSEVELT  
Acting Secretary of the Navy

HON. THOMAS S. BUTLER,  
Chairman Committee on Naval Affairs,  
House of Representatives.

\* Comptroller Warwick to the Secretary of War, April 5, 1921:

I have your letter of the 28th ultimo requesting decision of a question by you, as follows:

"The opinion of the Comptroller of the Treasury is requested as to whether the money appropriated under the act of Congress approved June 5, 1920, entitled 'An act to make appropriations for the support of the Army, and for other purposes,' can be expended in the fiscal year 1922 for labor and material to complete approved projects which were required by a branch of the Army and ordered to be performed at a Government-owned establishment when the order is placed and the money therefor allotted prior to June 30, 1921.

"The act of June 5, 1920, provides in part:

"That no part of the moneys appropriated in each or any section of this act shall be used or expended for the purchase or acquirement of any article or article of material the time of the proposed acquirement can be manufactured or produced at any of the Government arsenals of the United States for a sum less than the sum purchased or procured otherwise."

"The question arises from the following circumstances: Certain projects in connection with the aeronautical program of the Air Service have been authorized by the Chief of Air Service and directed to be performed at McCook Field, Dayton, Ohio. All necessary funds therefor were allotted to the commanding officer, 1st Division, Air Service, McCook Field. McCook Field is a Government-owned establishment, at which place all engineering experiments are conducted and aircraft and airplane engines are made. These projects are being performed at McCook Field, Ohio, and not under contract with commercial organizations. If, in the projects have been ordered, it is found that they can not be completed within the fiscal year, although it is probable that the necessary material may be secured prior to June 30, 1921.

"In view of the authority of the act of June 5, 1920, which provides:

"That all orders or contracts for the manufacture of material pertaining to the projects heretofore or hereafter placed with Government-owned establishments shall be considered as obligations in the same manner as provided for similar orders or contracts with commercial manufacturers, and the appropriations shall remain available for the payment of the obligations so created as in the case of contracts or orders with commercial manufacturers."

"A decision is desired as to whether the funds so allotted will be available for the purchase of material and the payment of necessary labor to complete projects ordered prior to June 30, 1921."

The provisions of law quoted by you are found in 41 Stat., 975. If an order for materials to complete approved projects ordered to be manufactured at a Government-owned establishment is properly entered into within the fiscal year 1921,

priations properly available therefor made for that fiscal year may be used in the fiscal year 1922 for such purpose. Section 3690, Revised Statutes, is applicable. See in this connection 26 Comp. Dec., 1022.

If the labor employed in completing the projects under consideration is that regularly employed at the Government-owned establishments where the work is to be done the appropriation for the current fiscal year may not be used in the fiscal year 1922 for its payment for work done in that fiscal year. Only in case the labor is employed solely for these particular projects and none other could the appropriations for the current fiscal year be used for its payment in the fiscal year 1922.

NAVY DEPARTMENT,  
OFFICE OF THE SOLICITOR.  
*Washington, August 12, 1921.*

MY DEAR MR. BUTLER: At the hearing on H. R. 7734, on Wednesday, you asked me to forward to you a copy of a decision of the Comptroller of the Treasury referred to by Mr. Hull. I am forwarding an opinion which bears on the subject matter, but which does not deal with the exact question.

By inference, however, as balances must be covered into the surplus fund except as obligated by contracts; and as an order on a navy yard is not a contract, such orders do not affect the prohibition upon the further use of an annual appropriation.

This has been the understanding of the Navy Department ever since the original enactment of section 3690, R. S. U. S. in 1870.

Very respectfully,

GRAHAM EGERTON, *Solicitor*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

TREASURY DEPARTMENT,  
OFFICE OF COMPTROLLER OF THE TREASURY,  
*January 17, 1895.*

Respectfully returned to the honorable Secretary of War.

Section 3690, Revised Statutes, provides that—

"All balances of appropriations contained in the annual appropriation bills and made specifically for the service of any fiscal year, and remaining unexpended at the expiration of such fiscal year, shall only be applied to the payment of expenses properly incurred during that year, or to the fulfillment of contracts properly made within that year \* \* \*."

Section 5 of the legislative, executive, and judicial appropriation act of June 20, 1874 (18 Stat., 85), requires "all unexpended balances of appropriations which shall have remained upon the books of the Treasury for two fiscal years to be carried to the surplus fund and covered into the Treasury," with the exception of certain appropriations named in the proviso. Appropriations for the expenses of the Military Academy are not among the number specified in the proviso.

The appropriation referred to herein by Capt. Bellinger is found in the act making appropriations for the support of the Military Academy for the fiscal year ending June 30, 1892, of March 2, 1891 (26 Stat., 818), and reads as follows: "For purchase of a gas engine to operate dynamo machine (at least of 10 horsepower), one thousand two hundred dollars."

In answer to the question whether the remainder, \$310.98, of said appropriation, after paying for said engine, is now available for the purpose of setting up the same, I would say that the expenses of setting up the engine not having been incurred during the fiscal year 1892, or a contract therefor having been properly made within that year, section 3690, Revised Statutes, would prohibit the use of the appropriation for that purpose, while by the provisions of section 5 of the act of June 20, 1874, above referred to, the balance of said appropriation was, on July 1, 1894, carried to the surplus fund and covered into the Treasury, and therefore is not now available for any purpose whatever.

C. H. MANSUR,  
*Assistant Comptroller.*

(Thereupon the committee adjourned.)





[No. 140.]

(H. R. 7572.)

**FOR THE RELIEF OF CHARLES E. TREIBLY.**

**DEPARTMENT OF THE NAVY,**  
Washington, August 9, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of July 8, 1921, inclosing a bill (H. R. 7572) "For the relief of Charles E. Treibly," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

On October 20, 1914, Charles E. Treibly was commissioned a regular assistant surgeon in the Medical Corps, United States Navy, with the rank of lieutenant (junior grade) from October 2, 1914, the date of his appointment. On November 22, 1917, he was ordered to take examination for promotion in rank at the Naval Medical School, Washington, D. C., on December 4, 1917. The board of medical examiners found him physically, mentally, and morally, but not professionally, qualified for promotion. The findings of the board were approved by the Secretary of the Navy on December 26, 1917, and in accordance with the provisions of section 1505, Revised Statutes, as amended by the act of March 11, 1912, he was suspended from promotion for the period of six months. On June 27, 1918, he was ordered to appear for examination for promotion at the Naval Medical School, Washington, D. C., on July 16, 1918. The board found him mentally, morally, and professionally qualified for promotion. The finding of the board was approved by the Secretary of the Navy on July 25, 1918, and he was accordingly promoted to the rank of lieutenant to date from December 5, 1917.

On September 21, 1918, he was given the temporary rank of lieutenant commander under the provisions of the act of May 22, 1917. At the present time he holds the temporary rank of lieutenant commander and the permanent rank of lieutenant, as above indicated.

The purpose of the proposed bill is to restore him to the position on the active list which he would have attained had he not been suspended from promotion as a result of his having failed professionally on his examination of December 7, 1917.

The enactment of the bill (H. R. 7572) would grant relief in an individual case as distinguished from all other cases of like character. The department has consistently opposed legislation of this nature except in those cases which can be classed as specially meritorious. From a careful examination of the records in this case the department is of the opinion that granting relief in this individual case would not be for the best interests of the naval service and, therefore, does not recommend that the bill (H. R. 7572) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[No. 141.]

(H. R. 8332.)

**TO PROVIDE FOR THE ESTABLISHMENT AND MAINTENANCE  
OF MARINE SCHOOLS AND FOR OTHER PURPOSES.**

**NAVY DEPARTMENT,**

Washington, August 17, 1921.

**MY DEAR MR. GILLETT:** Under the act approved March 4, 1911, provision was made for Government aid to marine schools to be established at certain named ports, to the extent of the loan of naval vessels and equipment, the detail of naval officers as instructors, and the appropriation of not to exceed \$25,000 a year to reimburse an expenditure of like amount.

The ports named were Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Detroit, Saginaw, Mich., Norfolk, and Corpus Christi. Attempts have several times been made to have other ports added by special legislation, and in appropriation bills, but none of these suggestions has been adopted. The schools receiving aid at present are at Boston, New York, Philadelphia, and Seattle.

While this Government aid is being given there is in the law no authority given for Government examination and supervision. This department has from time to time made recommendations for amendments to the law in this regard, but the law has not been changed.

Under the department rulings, based upon the decisions of the Comptroller of the Treasury, the Government is responsible for ordinary repairs of a vessel loaned to a school, or rather for all repairs not made necessary by the negligence of the school or its agents. Some protest has been made against this ruling, but it is felt that it must stand until the Congress enacts that the entire responsibility for damages or loss shall be assumed by the United States.

The increasing interest shown in the establishment of these schools leads to the belief that the law relating to Government aid should be revised, and I am therefore taking the liberty of submitting a draft of a bill for the attention of the Congress.

Sincerely, yours,

**THEODORE ROOSEVELT,**  
*Acting Secretary of the Navy.*

**HON. FREDERICK H. GILLETT,**  
*Speaker of the House of Representatives.*

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[H. R. 8332. Sixty-seventh Congress, first session.]

**A BILL To provide for the establishment and maintenance of marine schools, and for other purposes**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of any State bordering upon the Atlantic or Pacific Oceans, the Gulf of

Mexico, the Mississippi River, or the Great Lakes, a suitable vessel of the all her apparel, charts, books, and instruments of navigation, provided that be spared without detriment to the naval service, to be used for the benefit of one nautical school, or school or college having a nautical branch, which is established in such State, upon the condition that such school or branch shall be to the satisfaction of the Secretary of the Navy, for the instruction of youth in navigation, steam and other marine engineering, and all matters pertaining to the construction, equipment, and operation of vessels, or any particular branch thereof. *Provided*, That every school or branch to which vessels and other articles are loaned under the terms of this act shall be liable to the United States for any damage to such vessel and articles so loaned, to the extent that such damage may be due to the negligence of its own agents, including the instructors and pupils in such school.

SEC. 2. That a sum not exceeding the amount annually appropriated by Congress for the purpose of maintaining such a marine school or schools or the nautical branch thereof is hereby authorized to be appropriated for the purpose of aiding in the maintenance and support of such school or schools: *Provided, however*, That any appropriation made for any one school for any one year shall not exceed \$25,000. The managers of each school shall, before the 1st day of August of each year, make a report to the Secretary of the Navy covering the general operations of the school for the year ending on the preceding 30th day of June, together with a statement of the expenditures of the school, municipal, or other appropriations made for aiding its maintenance and support, and a summary of its expenditures and of the course of study and practical work. The Secretary shall include in his annual estimates an item for each establishment for the amount to which it shall be entitled under this section for the current year.

SEC. 3. That the President of the United States is hereby authorized, in his opinion the same can be done without detriment to the public service, to detail any officers of the Navy as superintendents of or instructors in such schools. That if any such school shall be discontinued, or its management or course of instruction shall be unsatisfactory to the Secretary of the Navy, or the good of the nation shall require, such vessel and other loaned articles shall be immediately returned to the Secretary of the Navy upon demand therefor and the officers so detailed shall be liable to punishment. *Provided further*, That no person shall be sentenced to or received at such school without punishment or commutation of punishment for crime.

SEC. 4. That all laws and parts of laws in conflict herewith are hereby repealed.





[No. 142.]

**ADMINISTRATION OF JUSTICE IN THE NAVY.**

(H. R. 8397.)

**DEPARTMENT OF THE NAVY,**  
Washington, August 22, 1921.

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

**MY DEAR MR. BUTLER:** There is inclosed herewith a copy of letter, with draft of bill, this day sent to the Speaker of the House of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy*

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**DEPARTMENT OF THE NAVY,**  
Washington, August 22, 1921.

**MY DEAR MR. SPEAKER:** I have the honor to transmit herewith a proposed draft of a bill to provide for the better administration of justice in the Navy.

In many cases of enlisted men sentenced by court-martial to confinement and dishonorable discharge, the period of confinement extends far beyond the date when the enlistment of the man would in ordinary course terminate. It is extremely important that unhesitating obedience may be exacted of all persons serving sentences imposed by courts-martial, and in order to enforce such obedience it is highly desirable from the standpoint of naval discipline that naval courts-martial have complete jurisdiction to try and punish court-martial prisoners who commit offenses while serving confinement.

The inclosed bill if enacted into law will also confer upon naval courts-martial express authority to try and punish officers sentenced to confinement who invariably are first dismissed from the service before commencing the period of confinement adjudged.

The jurisdiction of a naval court-martial to punish prisoners of the classes mentioned; that is, (a) those whose term of enlistment has expired, and (b) former officers who have been dismissed and are serving their terms of confinement, is not specifically covered in the law, and in order that no possible question may be raised as to the jurisdiction of such court in the cases mentioned, it is felt that express legislative authority therefor should be conferred by Congress. The inclosed draft of a bill is proposed to confer the necessary jurisdiction upon a naval court-martial.

The authority to punish naval prisoners which would thus be conferred upon naval courts-martial by the enactment of the inclosed

draft of bill would insure uniform discipline in prison administration in that all prisoners who commit offenses while undergoing confinement would be subject to trial and punishment without regard to whether the prisoner is a former officer and entirely aside from the fact whether or not the period of his enlistment has expired.

It may be remarked in this connection that naval court-martial would not thus be clothed with any greater power with respect to jurisdiction over prisoners than is now conferred upon Army court-martial by the Articles of War (arts. 2 and 12; act of June 16, 1864, 41 Stat., 787, 789).

The inclosed draft is therefore recommended for your consideration and that of the committee to which you may refer the same with a view to its early enactment into law.

Sincerely, yours,

EDWIN DENNETT  
Secretary of the Navy

The SPEAKER OF THE HOUSE OF REPRESENTATIVES,  
Washington, D. C.

[H. R. 8397, Sixty-seventh Congress, first session.]

A BILL Providing for the better administration of justice in the Navy.

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That all persons serving in confinement pursuant to an approved sentence of a naval court-martial shall, until discharged from confinement, remain subject in all respects to the articles for the government of the Navy and other laws for the administration of justice in the Navy, and shall be liable by courts-martial under said articles and laws for offenses committed while in confinement, any sentence imposed pursuant to the first or any subsequent trial by court-martial notwithstanding.

THOMAS SMITH.

(H. R. 8181.)

DEPARTMENT OF THE NAVY,  
Washington, August 26, 1921.

THE CHAIRMAN, COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 11, 1921, inclosing a bill (H. R. 8181) "Authorizing the President of the United States to restore to the active list of the Navy, Thomas Smith, formerly chief gunner, United States Navy," and requesting the department's views and recommendations thereon, I have the honor to inform you as follows:

On January 24, 1916, Chief Gunner Thomas Smith, United States Navy, was tried by general court-martial convened at the Navy Yard, Boston, Mass., by order of the Secretary of the Navy on the charge of conduct unbecoming an officer and a gentleman. The 10 specifications thereunder allege that he failed to pay certain debts acknowledged by him to be justly due after he had been repeatedly reported to the Navy Department for nonpayment of said debts, his attention having been called to the advisability of settling them, and that after repeated promises and representations to the Navy Department that he would settle said debts, did neglect and fail to pay them, and did therein and thereby exhibit a dishonorable and disgraceful indifference to his just indebtedness and to his written word and a disregard of his obligations as an officer and a gentleman.

He pleaded guilty to the charge and the specifications thereunder and was sentenced to be dismissed from the United States naval service, which sentence was confirmed by the President January 26, 1916, and he was accordingly dismissed from the United States naval service.

Section 1441, Revised Statutes, provides that no officer of the Navy who has been dismissed by the sentence of a court-martial or suffered to resign in order to escape such dismissal shall ever again become an officer of the Navy. The purpose of the proposed bill is to authorize the President to reappoint Thomas Smith a chief gunner, United States Navy, notwithstanding the foregoing positive prohibition of law.

This department has been consistently opposed to legislation of the character of that proposed in this bill in the case of any individual except in specially meritorious cases or to right an injustice. Inasmuch as the case of Thomas Smith can not be placed in that category, the department does not recommend that the bill (H. R. 8181) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[No. 144.]

**BETTER ADMINISTRATION OF JUSTICE IN THE NAVY.**

[H. R. 8397.]

**THE SECRETARY OF THE NAVY,**  
Washington, August 27, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

DEAR MR. CHAIRMAN: Replying to your letter of August 26, inclosing a bill (H. R. 8397) "Providing for the better administration of justice in the Navy," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the language of said bill is identical with that provided by this department and transmitted to your committee by its letter of August 22, 1921, to which letter reference is hereby made for full and detailed information. The early enactment of the bill (H. R. 8397) is urgently recommended.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

40185—21—No. 144

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[No. 145.]

**JAMES H. RILEY, RELIEF OF.**

(H. R. 8052.)

**DEPARTMENT OF THE NAVY,  
Washington, August 30, 1921.**

**THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letter of August 17, 1921, inclosing a bill (H. R. 8052) "For the relief of James H. Riley," and requesting the department's views and recommendations thereon, I have the honor to inform you as follows:

James H. Riley enlisted in the Navy on July 20, 1858, at New York, for three years, as second-class boy, and served in the *North Carolina* and *Sabine* to July 12, 1861, when he was discharged. He reenlisted on October 9, 1861, at New York for one year as ordinary seaman and served in the *Connecticut* to November 20, 1862, whence discharged.

He reenlisted under the name of James Riley on January 31, 1863, at New York for one year as ordinary seaman and served in the *North Carolina*, *Bienville*, and *North Carolina* to November 24, 1863, when he deserted. Place of birth, Albany, N. Y.; age, 22 years; occupation, none; color of eyes, blue; color of hair, dark; complexion, light; height, 5 feet 10 inches; no marks or scars noted.

It will be noted that James H. Riley deserted at a period during the Civil War, when his services were especially in demand. There is nothing found in his record which would appear to make his case different from that of numerous others who deserted in time of war. The department, therefore, does not recommend that the bill (H. R. 8052) be enacted.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***







[No. 146.]

**PROVISIONAL ASSIGNMENTS AND CONFIRMATIONS IN  
NAVAL RESERVE FORCE.**

(H. R. 7341.)

**THE SECRETARY OF THE NAVY,**  
Washington, September 1, 1921.

THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of July 1, 1921, inclosing a bill (H. R. 7341) "Relating to provisional assignments and confirmations in the Naval Reserve Force," and requesting the department's views and recommendations thereon, I have the honor to inform you as follows:

The purpose of the proposed bill is to authorize the pay and allowances of the higher rank to members of the Naval Reserve Force from the date stated either in the provisional assignment to such higher rank or in the commission of confirmation to such higher rank.

The provisions of this bill are retroactive so as to include the names of all members of the Naval Reserve Force who served on active duty during the war. The carrying out of these provisions will involve the examination of approximately 20,000 pay accounts, as well as preparing statistical matter showing dates of commission and oaths of office of such members of the Naval Reserve Force. At the present time the department has not sufficient clerical force to do this work. The cost to the Government in carrying out these provisions would approximate \$1,000,000 in back payments for pay and allowances.

It is therefore recommended that the bill (H. R. 7341) be not enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

40185—21—No. 146

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ONAL ASSIGNMENTS AND CONFIRMATIONS IN  
NAVAL RESERVE FORCE.

(U. S. 321)

THE SECRETARY OF THE NAVY.  
Washington, September 1, 1921.

WAS EXAMINED BY NAVY ATTORNEY

THOSE OF THE PRESIDENT.

THE CHAIRMAN, Reporting further to the committee  
on the 1921 measure, H. R. 7341, Relating to  
assignments and confirmations in the Naval Reserve  
Force, the department's views and recommendations  
have the honor to submit as follows:

As the proposed bill is to authorize the pay and allow-  
ances to be paid to members of the Naval Reserve Force  
who are in the possession of confirmation to such higher rank  
as in the commission of confirmation to such higher rank  
of the bill two provisions are to include the names  
of the Naval Reserve Force who served on active  
duty during the war. The carrying out of these provisions will  
require an appropriation of approximately \$1,000,000 per annum, as  
estimated by the department. At the same time, the  
department has no objection to the bill to do  
the work in the department in carrying out these pro-  
visions approximately \$1,000,000 per annum for pay and

which recommended that the bill (H. R. 7341) be not

very young.

Known to be  
Secretary of the Navy.

1921-22-23

[No. 147.]

**NAVAL SUBMARINE BASE, LOS ANGELES, CALIF.**

(H. R. 8363.)

**NAVY DEPARTMENT,**

**Washington, September 6, 1921.**

MY DEAR MR. BUTLER: I beg to acknowledge receipt of your letter of August 23, 1921, transmitting a copy of H. R. 8363 "A bill authorizing the Secretary of the Navy to accept from the city of Los Angeles, Calif., a certain tract of land for use as a site for a naval submarine base, and for other purposes," and requesting the views and recommendations of the Navy Department thereon.

The establishment of a submarine base at Los Angeles (San Pedro) has been recommended by a number of important boards, which considered the subject of naval bases on the Pacific coast and was finally recommended by the joint committee appointed to investigate naval base sites by the act of Congress approved June 4, 1920. This joint committee unanimously recommended the establishment of a submarine base on this proposed site to be developed at a total cost not to exceed \$4,000,000.

The Navy Department is in full concurrence with the recommendations of this joint committee and favors the enactment of the legislation contained in H. R. 8363.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

**HON. THOMAS S. BUTLER,**  
*House of Representatives,*  
*Washington, D. C.*

40185—21—No. 147

(767)



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[No. 148.]

**NAVAL RESERVE FORCE.**

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**THE SECRETARY OF THE NAVY,**  
Washington, 6 September, 1921.

**THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 18, 1921, inclosing a bill (S. 1824) "To provide for the relief of certain officers of the Naval Reserve Force, and for other purposes," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The language of the first section is identical with that contained in a proposed draft of bill transmitted to the Speaker of the House of Representatives by the department's letter of March 11, 1920, which was printed as Document No. 145. Reference is made to said letter for detailed information regarding the proposed legislation and reasons for recommending its enactment.

Section 2 is not in accord with the title of the bill and was inserted as an amendment by the Senate. In the department's letter of July 30, 1921, to the Committee on Naval Affairs, United States Senate, in reporting upon a resolution (S. J. Res. 74) "To correct the records of certain naval and marine officers who joined the Confederate forces," it was stated that the department does not favor the enactment of this legislation.

This recommendation is adhered to, and it is therefore recommended that section 2 be stricken from the bill and that the bill, as thus amended, be enacted into law.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

40185—21—No. 148

(769)



[No. 128.]

NAVAL RESERVE FORCE.

THE SECRETARY OF THE NAVY.  
Washington, 8 September, 1891.

CHAIRMAN COMMITTEE ON NAVAL AFFAIRS.

Respected Sir,

I have the honor to acknowledge the receipt of your letter of the 27th inst., and in reply to inform you that the committee has no objection to the bill for the purpose of providing for the retention of the Naval Reserve Force, and for other purposes, and recommending the views and recommendations of the committee.

I have the honor to inform you that the committee has no objection to the bill for the purpose of providing for the retention of the Naval Reserve Force, and for other purposes, and recommending the views and recommendations of the committee.

[No. 149.]

**ALBRECHT NEST.**

[H. R. 7996.]

**THE SECRETARY OF THE NAVY,**  
Washington, September 12, 1921.

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 11, 1921, inclosing a bill (H. R. 7996) "To grant an honorable discharge to Albrecht Nest, apothecary of the Navy," and stating the department's views and recommendations thereon, I have the honor to inform you as follows:

The purpose of the proposed bill, as expressed by its terms, is to authorize and direct the Secretary of the Navy to correct the record of Albrecht Nest, late an apothecary aboard ship, United States Navy, and to grant him an honorable discharge as an apothecary in naval service.

The records on file in the department indicate that Albrecht Nest was first appointed an apothecary in the United States Navy on September 9, 1888, and served as such with intervals between cruises until September 20, 1893, when he was discharged from the service at his own request. A trial by summary court-martial just prior to his discharge resulted in his acquittal.

Under date of September 20, 1893, Albrecht Nest forwarded a complaint to the Navy Department regarding treatment received aboard the U. S. S. *Adams*. This complaint was referred to the commander in chief, Pacific station, for investigation. On November 18, 1893, the board of investigation recommended that no further action be taken in this case. This recommendation was approved by the department and Mr. Nest notified of this fact.

On April, 1894, Mr. Nest addressed a memorial to President Cleveland, which memorial was returned on April 18, 1894, with the following indorsement signed by the President:

"After fully investigating the facts in the case, I am constrained to decline to take any action."

Under date of April 16, 1906, copies of the papers bearing on this case were forwarded to the Committee on Naval Affairs of the House, and they are probably on file.

Several requests for reinstatement have been forwarded by Mr. Nest, but in view of all the circumstances his reinstatement has not been approved.

The above is a true record of the facts as they exist in this case. It has been stated repeatedly to be against the policy of the department to alter official records which should be kept inviolate. Furthermore, such alteration would not serve to actually change the facts as they exist. This policy is in accord with a veto message by

President Taft on March 28, 1910, in the case of Aaron Cornish whose relief a similar bill was passed by Congress. The veto reads in part as follows:

The bill is objectionable because, if approved, it will require that for that are controlled by the laws of the United States, Aaron Cornish shall be considered to have been honorably discharged as assistant surgeon from the seventh New York Volunteer Infantry. But it is a fact that Assistant Surgeon Cornish was dismissed from the military service of the United States as of the mentioned September 8, 1862, in pursuance of an order issued by competent authority. In addition to this the approval of this bill will require an alteration of records that should be kept inviolate. If approved the bill will also require the issuance of a certificate of honorable discharge in the case of an officer who, as a matter of fact, was not honorably discharged from the military service. It is impossible to discharge Cornish honorably now, because both he and the organization were a member passed out of the military service of the United States under military control more than 40 years ago, and to issue a certificate to show that he is now, or was at some previous time, honorably discharged from the military service of the United States would be to issue a false certificate.

In view of the foregoing, the department recommends that the bill (H. R. 7996) be not enacted.

Sincerely yours,

EDWIN DEN  
Secretary of the

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[No. 150.]

**PAY AND ALLOWANCES OF OFFICERS OF THE NAVAL DENTAL CORPS.**

(H. R. 6293.)

**THE SECRETARY OF THE NAVY,  
Washington, September 15, 1921.**

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 12, 1921, inclosing certain correspondence relative to the bill (H. R. 6293) "Relating to the pay and allowances of officers of the Dental Corps of the Navy, and for other purposes," and returning answers to specific questions submitted relative thereto, I have the honor to inform you as follows:

The provision in the act of July 1, 1918 (40 Stat., 708), which equalizes the pay and allowances of the officers of the Navy Dental Corps to those of the Navy Medical Corps of corresponding rank and length of service, reads in part as follows:

"Dental officers now in the Dental Corps appointed under the provisions of the act of Congress approved August 22, 1912 (Statutes at Large, volume 37, page 345), under the provisions of the act of Congress approved August 29, 1916 (Statutes at Large, volume 39, page 573), or who may hereafter be appointed, shall take rank and precedence with officers of the Naval Medical Corps of the same rank according to the dates of their respective commissions or original appointments, and all such officers shall be eligible for advancement in grade and rank in the same manner and under the same conditions as officers of the Naval Medical Corps with or without whom they take precedence, and shall receive the same pay and allowances as officers of corresponding rank and length of service in the Naval Medical Corps, including the rank of lieutenant commander.

The Comptroller of the Treasury in his decision of March 7, 1919 (Comp. Dec., 647), held that the above-quoted provision of law equalizes the rank, within the limitation stated, also the pay and allowances, of all officers in the Dental Corps on July 1, 1918, to the pay, and allowances of officers of the Naval Medical Corps of corresponding rank and length of service, but it is not retroactive. Therefore, an officer of the Dental Corps advanced in rank as authorized by the said statute is not entitled to the increased pay and allowances thereunder prior to the date of the approval of the act. The officers of the Dental Corps, in addition to being advanced in rank and rank under the same conditions as officers of the Naval Medical Corps, with or without whom they take precedence, were to be paid the pay and allowances of the advanced rank from the date stated in their commissions in order that they would have the same pay and allowances as officers of corresponding rank and length of service in the Naval Medical Corps." The purpose of the bill (H. R. 6293) is to allow them to retain the pay and allowances received and to prevent checkages therefor being made against their current pay.

Bearing the foregoing explanation in mind, the questions propounded will now be answered in the order in which they are presented:

#### FIRST.

Question. How many officers of the Medical Department of the Navy would be affected in respect to their present and future increased rate of compensation?

Answer. None. The provisions of the bill (H. R. 6293) would affect only the advanced pay and allowances from the date stated in the commissions to July 1, 1918, the date of the passage of the act.

Question. To their seniority over other officers of the Dental Corps of the Navy?

Answer. No officer of the Dental Corps would be advanced in seniority in respect to other dental officers.

Question. To their precedence over medical officers in the Corps of Surgeons of the Navy?

Answer. The present relative precedence of any dental officer to any officer of the Corps of Surgeons of the Navy would not be affected or changed.

Question. To yielding present order of precedence by officers of the Corps of Surgeons to dental officers by reason of the antedating of the commissions of Dental Corps officers?

Answer. No officer of the Corps of Surgeons would yield precedence to any dental officer, for the reason that all dental officers now holding commissions and precedence would not be affected in any way by the passage of the bill H. R. 6293.

Question. To advancing the date of prospective promotions, etc.?

Answer. The date of prospective promotion would not be advanced or retarded, nor would any other relation of the officers of the Dental Corps to officers of the line or any other corps of the Navy be affected.

#### SECOND.

Question. Were the objects and effects of the provisions of H. R. 6293 considered and approved by the Bureau of Medicine and Surgery before the enactment of this bill was recommended May 14, 1921, by the then Acting Secretary of the Navy?

Answer. Yes; by the Surgeon General on May 13, 1921.

#### THIRD.

Question. Was the effect of the provisions of H. R. 6293 tested in their application to any single case of antedated commissions?

Answer. Yes; to all officers of the Dental Corps and all other officers of the naval service.

With reference to your request for an illustration of the varied effects of this bill on an appointment to commissioned rank made pursuant to and in accordance with the nomination and confirmation of date March 11, 1921, "to be an assistant dental surgeon in the Navy with the rank of lieutenant (junior grade) from the 23d day of October, 1912," and "to be passed assistant dental surgeon in the Navy, with the rank of lieutenant, from the 23d day of September, 1915," as shown in the Congressional Record of March 11,

1921, pages 27 and 53, you are advised that Emory A. Bryant, whose nomination and confirmation appear on the pages mentioned, was appointed an acting assistant dental surgeon of the Navy on October 13, 1912, by the Secretary of the Navy and he has been in the Navy Dental Corps ever since. The passage of the bill (H. R. 6293) would have no greater bearing on this case than on any of the other cases where the date stated in the commission antedates July 1, 1918.

Dr. Bryant was appointed an acting assistant dental surgeon pursuant to the act of August 22, 1912. The act of August 29, 1916 (39 Stat., 574), provides in part as follows:

All officers now in the Dental Corps (including the officers appointed for temporary service) \* \* \* shall be appointed dental surgeons in the Dental Corps without further examination and without regard to the age qualifications herein prescribed. \* \* \*

Pursuant to this provision of law all acting assistant dental surgeons appointed for temporary service were nominated for appointment as dental surgeons in the Dental Corps of the Navy and forwarded to the Senate in February, 1917, for confirmation, but no action thereon was taken by the Senate during the remainder of that session. During the session of the next Congress the names of all acting assistant dental surgeons appointed for temporary service, with the exception of that of Dr. Bryant, were again sent to the Senate and were confirmed. The nomination and confirmation of Dr. Bryant, as indicated in the Congressional Record of March 11, 1921, places him in the same position as the other former acting assistant dental surgeons who had theretofore been appointed dental surgeons in the Dental Corps of the Navy, and the only effect the passage of the bill (H. R. 6293) can have on his case is that it would give him the benefit of the advanced pay and allowances from the date stated in his commission, and the cases of all other officers of the Dental Corps would be similarly affected.

The papers submitted with your letter are herewith returned, as requested.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[No. 28.]

PAY AND ALLOWANCES OF OFFICERS OF NAVAL DENTAL CORPS, WHO TAKE RANK UNDER ACT OF JULY 1, 1918.

EXECUTIVE COMMUNICATION NO. 131, PROPOSING THE BILL, H. R. 6293, "RELATING TO THE PAY AND ALLOWANCES OF OFFICERS OF THE DENTAL CORPS OF THE NAVY, AND FOR OTHER PURPOSES."

DEPARTMENT OF THE NAVY,  
*Washington, May 14, 1921.*

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to give officers in the Dental Corps rank and pay from the date stated in their commissions, which is respectfully submitted for your consideration.

The act approved July 1, 1918 (40 Stat., 708), provides, among other things, that all officers now in the Dental Corps of the Navy, or who may hereafter be appointed, shall take rank and precedence with officers of the Naval Medical Corps of the same rank according to the dates of their respective commissions or original appointments and shall receive the same pay and allowances as officers of corresponding rank and length of service in said Medical Corps up to and including the rank of lieutenant commander.

The Comptroller of the Treasury, in construing the language of the above act (25 Comp. Dec., 647), held that an officer of the Dental Corps who is advanced in rank as

authorized by said act is not entitled to the increased pay and allowances provided for prior to the date of the approval of said act.

This decision, while probably warranted by the language of the act contrary to the principles established by the act of March 4, 1913, for the correcting several conflicting decisions of the Comptroller of the Treasury over a period of more than 14 years on the point of the date from which the Naval Service shall receive the pay and allowances of a rank or grade he has been promoted. The proposed draft of a bill hereto attached is for the purpose of placing officers of the Dental Corps promoted in accordance with the provisions of the act of July 1, 1918, to take rank from a date stated in their commissions prior to the date of said act in the same status relative to rank, pay and allowances as that provided by the act of March 4, 1913, for officers of the line staff corps and to avoid further discrimination against said officers of the Dental Corps in matters of pay by virtue of the decision of the Comptroller of the Treasury herein referred to.

Similar legislation was proposed and recommended by this department on March 4, 1920, with the exception, however, that the draft as now proposed refers to "individuals who may hereafter be appointed," which reference is deemed necessary for the reason that provision for such appointees is contained in the act approved July 1, 1918.

In view of the foregoing, it is recommended that the proposed draft be attached be enacted.

Sincerely, yours,

THEODORE ROOSEVELT  
Acting Secretary of the Navy

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

A BILL To provide for the Dental Corps, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled,* That all officers in the Dental Corps of the Navy who have heretofore, or may hereafter be, advanced in rank in accordance with the provisions of the act approved July 1, 1918, shall receive the pay and allowances of the rank to which they are advanced from the date stated in their commissions.

#### THE PURPOSE AND EFFECT OF ISSUING ANTEDATED COMMISSIONS TO DENTAL OFFICERS.

[Referring to H. R. 6293.]

The Secretary of the Navy is hereby respectfully requested to inform the Committee on Naval Affairs as to:

First. How many officers of the Medical Department of the Navy would be affected in respect to their present and future increased rate of compensation; to their precedence over other officers of the Dental Corps of the Navy; to their precedence over officers in the Corps of Surgeons of the Navy; to yielding present order of precedence by officers of the Corps of Surgeons to dental officers by reason of the provisions of the act approved July 1, 1918, for the commissions of Dental Corps officers; to advancing the date of promotion, etc.

Second. Were the objects and effects of the provisions of H. R. 6293 commended to the approval of the Bureau of Medicine and Surgeons before the enactment was recommended, May 14, 1921, by the then Acting Secretary of the Navy, and, if not, by what officer or officers was this bill drafted, considered, and approved, and its enactment was recommended to Congress?

Third. Was the effect of the provisions of H. R. 6293 tested in their application to any single case of antedated commissions? You are requested to state the varied effects of this bill in the case of an original appointment to commission made pursuant to and in accordance with the nomination and confirmed by the date of March 11, 1921, "to be an assistant dental surgeon in the Navy, with the rank of lieutenant (junior grade), from the 23d day of October, 1912," and "to be an assistant dental surgeon in the Navy, with the rank of lieutenant, from the 27th day of September, 1915," as shown in the Congressional Record of March 1, 1921, pages 27 and 53. It is desired that your analysis of this illustrative case shall be as clear and complete as to make obvious and simple to this committee the effect of an appointment retroactive for a period of eight years and four months and of a promotion retroactive for a period of five years and five months, especially with reference to the

and the amount of pay, seniority in the appointee's corps, precedence as it affects  
 of other corps, age and other qualifications, requirements under the law at the  
 of appointment and at the date of commission and promotion, and retirement  
 with their respective dates. If questions or the legal effect of antedating  
 is ions and of the validity of the appointment contemplated in the nomination  
 confirmation of March 11, 1921, cited above, have not been passed upon by the  
 ey General, opponents of H. R. 6293 would appreciate the opportunity of  
 ing a hearing or of filing a brief on points of law not touched upon in the above  
 ies.

of these and other questions will be discussed at a hearing to be granted as soon  
 department can conveniently supply the data above requested.

Respectfully,

\_\_\_\_\_, *Chairman.*

[Referring to H. R. 6293.]

s respectfully submitted that the question of the date from which the appoint-  
 of an officer of the Army or Navy shall become effective for any and all purposes  
 of exceedingly great importance in a variety of aspects.

s also a question which should be predetermined by a rule applicable alike to  
 es and should depend on the consummation of an event common alike to each  
 , as for instance, the date of assignment, of nomination, of confirmation, or of the  
 of office.

re are many rights and duties of an officer, besides the right to draw salary and  
 o command, that are fixed and determined by the date his appointment becomes  
 ive, and it has so happened in many cases that embarrassment and injury have  
 ed either to the individual or to the Government because an appointment may  
 d often is recognized as effective from one date in respect to something and  
 ctive as to other things.

s adoption of a rule of universal application that would anticipate and fairly  
 termine questions of law and equity, is not only possible but simple and capable  
 iding friction, discontent, and in most cases the injustice that results from the  
 ce of such a rule.

strative cases of actual occurrence are probably more convincing than theories;  
 stance:

Two large West Point classes were ordered in October, 1917, to graduate and pro-  
 verseas before the completion of their full term. Ordinarily, graduation marks  
 ange of the status of the cadets to that of regular officers, even though, as in this  
 the various steps that lead up to the final step necessary to complete the change  
 es time, and so it has become the custom to antedate the commissions of officers,  
 er West Pointers or appointments made subject to examination or to nomina-  
 and confirmation. Members of these two classes were about three months passing  
 al step. Naturally, applications for war risk insurance were made and accepted  
 meantime, and on this account unexpected questions arose. It seemed no one  
 say with authority whether a policy was, with respect to the date of the appli-  
 appointment, valid, hence matured claims on premium-paid policies were ques-  
 and held up because the date of the application and the validity of the policy  
 ed on the relative date of the appointment. Each case is supposed to be taken  
 d settled separately by some vague rule of reason instead of some definite rule  
 led by law.

s surprising that administrative officers and laymen alike were bewildered by  
 ection as to the date from which the law makes such appointments in all respects  
 and effective.

Secretary's letters of March 4, 1920, and May 14, 1921, show large groups of  
 would be legalized by the enactment of H. R. 6293, though it has been estab-  
 for several years by comptrollers' decisions that commissions are not valid as to  
 or any period antedating the act on whose provisions their validity is based;  
 t, the enactment of H. R. 6293 legalizes any commission, in all respects, back  
 day it may have happened, through unintentional error, design, caprice, or  
 rise to have been dated. Even if an appointment were invalid and illegal in  
 respects, would not making all appointments valid from the date of commission  
 ts illegality?

submitted in all seriousness that the provisions of H. R. 6293 would, if enacted,  
 the Executive both legislative and judicial authority to make appointments  
 ctive without regard to the date and provisions of the act on which appointments  
 ade.



[No. 151.]

**TO AMEND SECTIONS 4 AND 5 OF THE ACT APPROVED  
JUNE 4, 1920.**

(H. R. 8361.)

**THE SECRETARY OF THE NAVY,  
Washington, September 28, 1921.**

**THE CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 23, 1921, inclosing a bill (H. R. 8361) "To amend sections 4 and 5 of the act approved June 4, 1920, entitled 'An act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes,' " and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The proposed bill (H. R. 8361), which is in the nature of special legislation, refers to a small number of retired chief pay clerks who served on active duty as temporary lieutenants on the retired list during the World War. Its enactment would give certain benefits to a class on the retired list not enjoyed by other retired officers. The department has been consistently opposed to legislation which is not general in its nature, and therefore does not recommend that the bill (H. R. 8361) be enacted into law.

Sincerely, yours,

**EDWIN DENBY,  
Secretary of the Navy.**

SECRET



[No. 152.]

**CADETS, CERTAIN, TO REINSTATE IN THE UNITED STATES  
NAVAL ACADEMY.**

(S. 2351.)

**THE SECRETARY OF THE NAVY,**  
Washington, September 28, 1921.

16 **CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: There is inclosed herewith a copy of a department's letter of September 23, 1921, sent to the chairman committee on Naval Affairs, United States Senate.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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**DEPARTMENT OF THE NAVY,**  
Washington, September 23, 1921.

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 5, 1921, inclosing a bill (S. 2351) "to authorize and direct the Secretary of the Navy to reinstate certain cadets whose resignations were recently asked for by the superintendent of the United States Naval Academy and accepted by him," and requesting the department's consideration and report thereon, I have since been furnished with a copy of another bill (S. 2443), also introduced by Senator McKellar, apparently intended to supersede bill (S. 2351). Accordingly, I have the honor to inform you that the department is willing that these former midshipmen be given another chance and restored in pursuance to the provisions of Senate bill 2443 if it is intended to read as follows:

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is authorized upon application to admit to and reinstate in the United States Naval Academy, subject to examination of physical qualifications as provided by law, but waiving the provisions of law as to age requirements, all former midshipmen at the United States Naval Academy and deficient at the end of the first term of the academic year 1920-21 whose resignations were asked for and received by the superintendent of the Naval Academy: provided, That they shall upon admission be placed in the class one year behind their peer class in each case: And provided further, That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of its approval and if found qualified will enter the Naval Academy.*

It is suggested, however, that there be added a new section in the following language:

That the clause in the act approved June 5, 1920 (41 Stat., 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," which reads as follows: "That until

otherwise provided by law no midshipman found deficient at the close of succeeding academic terms shall be involuntarily discontinued at the Navy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next succeeding academic terms, and the Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms," be, and the same hereby is, repealed, and section 1519 of the Revised Statutes restored to its full force and effect.

The department deems it to be wise to have this section repealed because the provisions of the act of June 5, 1920, which it is intended to repeal, place an unnecessary restriction on administrative action thereby hampering efficient conduct and administrative affairs of the Naval Academy, and it is believed that this is in accordance with the wishes of Congress in the matter.

Sincerely yours,

EDWIN DENHAM  
Secretary of the Navy

Hon. CARROLL S. PAGE,  
Chairman Committee on Naval Affairs,  
United States Senate.

[H. R. 8458, Sixty-seventh Congress, first session.]

A BILL Providing for the readmission of certain deficient midshipmen to the United States Naval Academy.

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That the Secretary of the Navy is authorized, and he is directed, to admit to and reinstate in the United States Naval Academy, such midshipmen who have been found deficient at the close of the last and succeeding academic terms, as to physical qualifications, as provided by law, but waiving of law as to age requirements, all former midshipmen at the United States Naval Academy found deficient at the end of the first term of the academic year whose resignations were asked for and received by the Superintendent of the Academy: *Provided*, That they shall upon admission be placed in the class behind their former class in each case: *Provided further*, That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of approval, and if found qualified will enter the Naval Academy immediately.

SEC. 2. That the clause in the act approved June 5, 1920 (Forty-first Congress, page 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," reads as follows: "That until otherwise provided by law no midshipman found deficient at the close of the last and succeeding academic terms shall be involuntarily discontinued at the Naval Academy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next and succeeding academic terms, and the Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms," be, and the same hereby is, repealed, and section 1519 of the Revised Statutes restored to its full force and effect.

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[No. 153.]

**BETTER ADMINISTRATION OF JUSTICE IN THE NAVY.**

(No. 2.)

**DEPARTMENT OF THE NAVY,**  
Washington, August 22, 1921.

THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

DEAR MR. BUTLER: There is inclosed herewith a copy of  
a bill, with draft of bill, this day sent to the Speaker of the House  
of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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**DEPARTMENT OF THE NAVY,**  
Washington, August 22, 1921.

DEAR MR. SPEAKER: I have the honor to transmit herewith  
a proposed draft of a bill to provide for the better administration  
of justice in the Navy.

In many cases of enlisted men sentenced by court-martial to con-  
finement and dishonorable discharge, the period of confinement ex-  
tends far beyond the date when the enlistment of the man would  
ordinarily course terminate. It is extremely important that un-  
conditional obedience may be exacted of all persons serving sentences  
imposed by courts-martial, and in order to enforce such obedience  
it is highly desirable from the standpoint of naval discipline that  
naval courts-martial have complete jurisdiction to try and punish  
court-martial prisoners who commit offenses while serving confine-  
ment.

The inclosed bill if enacted into law will also confer upon naval  
courts-martial express authority to try and punish officers sentenced  
to confinement who invariably are first dismissed from the service  
before commencing the period of confinement adjudged.

The jurisdiction of a naval court-martial to punish prisoners of  
the classes mentioned—that is, (a) those whose term of enlistment has  
expired, and (b) former officers who have been dismissed and are  
serving their terms of confinement—is not specifically covered in the  
bill, and in order that no possible question may be raised as to the  
jurisdiction of such court in the cases mentioned, it is felt that express  
jurisdictional authority therefor should be conferred by Congress. The  
proposed draft of a bill is proposed to confer the necessary jurisdiction  
upon a naval court-martial.

The authority to punish naval prisoners which would be conferred upon naval courts-martial by the enactment of the draft of bill would insure uniform discipline in prison administration in that all prisoners who commit offenses while undergoing confinement would be subject to trial and punishment without regard to whether the prisoner is a former officer and entirely aside from the fact whether or not the period of his enlistment has expired.

It may be remarked in this connection that naval courts-martial would not thus be clothed with any greater power with respect to jurisdiction over prisoners than is now conferred upon Army courts-martial over prisoners than is now conferred upon Army courts-martial by the Articles of War. (Arts. 2 and 12; act of June 4, 1900, Stat., 787, 789.)

The inclosed draft is therefore recommended for your consideration and that of the committee to which you refer it, with a view to its early enactment into law.

Sincerely, yours,

EDWIN DENNIS  
Secretary of the

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES,  
Washington, D. C.

[H. R. 8397, Sixty-seventh Congress, first session.]

A BILL Providing for the better administration of justice in the Navy.

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That all persons serving in confinement pursuant to an approved sentence of a naval court-martial, shall, until discharged from confinement, remain subject in all respects to the articles for the government of the Navy, and other laws for the administration of justice in the Navy, and shall be liable to be tried by courts-martial under said articles and laws for offenses committed while in confinement, and the sentence imposed pursuant to the first or any subsequent trial by court-martial shall be valid.*

THE SECRETARY OF THE NAVY,  
Washington, August 26, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
House of Representatives.

MY DEAR MR. CHAIRMAN: Replying to your letter of August 26, 1921, regarding bill (H. R. 8397) "Providing for the better administration of justice in the Navy," and requesting the views and recommendations of the department thereon, I have the honor to inform you that the language of said bill is identical with that recommended by this department and transmitted to your committee by its letter of August 11, 1921, to which letter reference is hereby made for full and detailed information.

The early enactment of the bill (H. R. 8397) is urgently recommended.

Sincerely, yours,

EDWIN DENNIS  
Secretary of the

[No. 154.]

**REDUCE THE QUOTA OF UNITED STATES NAVAL ACADEMY  
TO PREWAR BASIS.**

(H. R. 8236.)

**DEPARTMENT OF THE NAVY,  
Washington, September 23, 1921.**

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

Y DEAR MR. CHAIRMAN: Replying further to the committee's  
er of August 15, 1921, inclosing a bill (H. R. 8236) "To reduce  
quota of the United States Naval Academy to a prewar basis,"  
requesting the views and recommendations of the department  
eon, I have the honor to inform you as follows:

nder the provisions of existing law it will take more than four  
s before there will be a sufficient number of graduates from the  
al Academy to fill existing vacancies as officers in the line of the  
y. It may also be possible by that time to fill all vacancies in  
lower grades of officers of the Marine Corps, Construction Corps,  
ply Corps, and Corps of Civil Engineers of the Navy. In the  
at that the United States Coast Guard is transferred to the Navy,  
ngements will probably be made to fill the vacancies in that  
ch of the service from graduates of the Naval Academy.

nder these conditions it will be several years before there will  
possibility of any surplus graduates from the Naval Academy  
e provisions of existing law are followed. It is felt that when  
point is reached it will be ample time to seriously consider the  
tion of cutting down the number of appointments to the Naval  
demcy.

a view of the foregoing, it is urgently recommended that no  
ideration be given at the present time to a reduction in the  
ta of midshipmen at the Naval Academy as now authorized by

It is, therefore, recommended that the bill H. R. 8236 be not  
cted.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

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[H. R. 8236, Sixty-seventh Congress, first session.]

**A BILL To reduce the quota of the United States Naval Academy to a prewar basis.**

*It enacted by the Senate and House of Representatives of the United States of America  
Congress assembled. That there shall be allowed at the United States Naval Academy  
midshipman for each Senator, Representative, and Delegate in Congress, one for  
district of Columbia, and ten appointed each year at large, and fifty appointed*

annually from enlisted men of the United States Navy by the Secretary of the Navy. Appointees shall be citizens of the United States and not more than twenty-one years of age on the date of entrance to the Naval Academy, and shall have served not less than one year as enlisted men on the date of entrance: *Provided*, That such appointments shall be made in the order of merit from candidates who have, in competition with each other, passed the mental examination now or hereafter required by law for entrance to the Naval Academy, and who pass the physical examination required by law before entrance under existing laws: *Provided further*, That this act shall not apply to those midshipmen now in said academy, or those who shall be appointed during the fiscal year ending June 30, 1922.

DEPARTMENT OF THE NAVY  
Washington September 22, 1921

RECEIVED  
SEP 23 1921  
NAVY DEPARTMENT  
WASHINGTON  
TO THE SECRETARY OF THE NAVY  
FROM THE SECRETARY OF THE NAVY  
SUBJECT: REPORT OF THE COMMISSIONER OF THE NAVAL ACADEMY  
RE: REPORT OF THE COMMISSIONER OF THE NAVAL ACADEMY  
FOR THE YEAR 1920-1921  
The report of the Commissioner of the Naval Academy for the year 1920-1921 is herewith submitted for the information of the Secretary of the Navy. The report contains a detailed statement of the work of the Academy during the year, and a statement of the progress of the work of the Academy during the year. The report also contains a statement of the progress of the work of the Academy during the year. The report is herewith submitted for the information of the Secretary of the Navy.

[No. 155.]

**NAVAL RESERVATION, DAHLGREN, VA.**

(H. J. Res. 198.)

**NAVY DEPARTMENT,**  
**Washington, September 26, 1921.**

RE: In response to your letter transmitting a copy of a joint resolution (H. J. Res. 198) "regulating the expenditure of naval appropriations at the naval reservation at Dahlgren, Va.," and requesting views and recommendations of the department thereon, I have honor to advise you that in my judgment the resolution should be passed, as its provisions are contrary to the best interests of the naval service.

Enactment of the measure would prohibit extension of proving-ground facilities at Dahlgren, however much needed, and even if important work could not be done at Indianhead economically or satisfactorily, and would prevent the department from taking up new development for which the facilities at Indianhead are not sufficient or necessitate the purchase of a proving ground elsewhere, which is not desirable.

Such a law would not advantage the Government in any respect, though it would be of benefit to inhabitants of Indianhead and vicinity especially to such of them as are interested in commercial enterprises, and it is earnestly recommended that the resolution be not favorably considered by the committee.

Very truly, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

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[H. J. Res. 198, Sixty-seventh Congress, first session.]

**JOINT RESOLUTION** Regulating the expenditure of naval appropriations at the naval reservation at Dahlgren, Virginia.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That no part of any existing appropriation shall be obligated expended for or on the naval reservation at Dahlgren, Virginia, or on any approach thereto by land or water except such as may be necessary to maintain and operate with facilities now installed such improvements as have already been completed.

and we advise you that in our judgment the resolution should be passed as its provisions are, in our view, the best interests of the

...the fact that the Government of the United States of America is not a party to any existing agreement which is obligated



**LETS, CERTAIN, TO REINSTATE IN THE UNITED STATES  
NAVAL ACADEMY. (No. 2.)**

(S. 2351; H. R. 8458, 8364.)

**DEPARTMENT OF THE NAVY,  
Washington, October, 1921.**

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,**

*House of Representatives.*

Y DEAR MR. CHAIRMAN: Replying further to the committee's  
ers of August 23 and September 22, 1921, inclosing a bill (H. R.  
) "Authorizing the reinstatement in the Naval Academy of mid-  
men whose resignations were accepted at the end of the first  
of the academic year 1920-21," and requesting the depart-  
t's consideration and report thereon, I have the honor to inform  
that the department is willing that these former midshipmen be  
n another chance, and will restore them pursuant to the pro-  
ns of the bill (H. R. 8364) if it is amended to read as follows:

*it enacted by the Senate and House of Representatives of the United States of America  
ngress assembled, That the Secretary of the Navy is authorized upon application  
nstate in the United States Naval Academy, subject to examination as to physi-  
ifications as provided by law, but waiving the provisions of law as to age require-  
s, all former midshipmen at the United States Naval Academy found deficient  
end of the first term of the academic year 1920-21 whose resignations were asked  
d received by the Superintendent of the Naval Academy: *Provided, That they  
upon admission, be placed in the class one year behind their former class in  
case: And provided further, That said midshipmen affected by this act must  
y their acceptance of the benefits thereof by presenting themselves for physical  
ination within one month of the date of its approval, and if found qualified will  
the Naval Academy immediately.**

is suggested, however, that there be added a new section in the  
wing language:

at the clause in the act approved June 5, 1920 (41 Stat., 1028), entitled "An act  
ng appropriations to supply deficiencies in appropriations for the fiscal year end-  
une 30, 1920, and for other purposes," which reads as follows: "That until other-  
provided by law no midshipman found deficient at the close at the last and suc-  
ademic terms shall be involuntarily discontinued at the Naval Academy  
the service unless he shall fail upon reexamination in the subjects in which  
deficient at an examination to be held at the beginning of the next and succeed-  
ademic terms, and the Secretary of the Navy shall provide for the special instruc-  
of such midshipmen in the subjects in which found deficient during the period  
en academic terms," be, and the same hereby is repealed, and section 1519 of  
vised Statutes restored to its full force and effect.

he department deems it to be wise to have this section enacted  
use the provisions of the act of June 5, 1920, which it is pro-  
d to repeal, place an unnecessary restriction on administrative  
on, thereby hampering efficient conduct and administration of  
affairs of the Naval Academy, and it is believed that this is in  
rdance with the wishes of Congress in the matter.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*



[No. 157.]

**J. A. GUTHRIE, LIEUTENANT COMMANDER, UNITED  
STATES NAVY.**

(H. R. 7548.)

**DEPARTMENT OF THE NAVY,  
Washington, August 23, 1921.**

**The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

**MY DEAR MR. CHAIRMAN:** Replying further to the committee's letters of July 6 and 8, 1921, inclosing a bill (H. R. 7548) "For the relief of Lieut. Commander J. A. Guthrie, United States Navy, retired," and requesting the department's consideration and report hereon, I have the honor to inform you that the department does not approve of the passage of this bill.

The purpose of the proposed bill is to give Lieut. Commander Guthrie a promotion on the retired list with the rank of captain. The department has been consistently opposed to legislation of the character of that proposed in the bill in the case of any individual except in a specially meritorious case or to right an injustice. The case of Lieut. Commander Guthrie is not deemed to come within that category and the enactment of the proposed bill would not be for the best interests of the naval service.

It is therefore not recommended that the bill (H. R. 7548) be enacted.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

STANFORD LIBRARIES

[No. 158.]

**REPEAL SECTION 315 OF ARTICLE III OF THE WAR RISK  
INSURANCE ACT AS AMENDED.**

(H. R. 8523.)

**DEPARTMENT OF THE NAVY,  
Washington, September 24, 1921.**

**MR. THOMAS S. BUTLER,**  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

**MY DEAR MR. BUTLER:** There is inclosed herewith a copy of letter, with draft of bill, this day forwarded to the Speaker of the House of Representatives.

Sincerely, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

**DEPARTMENT OF THE NAVY,  
Washington, September 24, 1921.**

**MY DEAR MR. SPEAKER:** With reference to the enactment of the Veterans' Bureau act of August 9, 1921 (Public No. 47, 67th Cong.), I have the honor to submit the following comment and recommendation:

Section 315 of said act provides:

"That no person admitted to the military or naval forces of the United States after six months from the passage of this amendatory act shall be entitled to the compensation or any other benefits or privileges provided under the provisions of Article III of the war risk insurance act as amended."

The effect of the provisions of this section is to deprive persons entering the naval service on or after February 9, 1922, of all compensation and other benefits and privileges provided under Article III of the war risk insurance act of October 6, 1917, as amended by the act of June 25, 1918 (40 Stat., 613), to which persons now in the naval service are entitled, and will continue to be entitled even after February 9, 1922. In other words, there is an apparent discrimination in this respect against the officers or men who may enter the service on or after February 9, 1922.

No good reason is apparent why a person entering the naval service on or after February 9, 1922, should not, during the period of his service, be entitled to the same compensation, benefits, and privileges as a person entering the naval service in a similar capacity one day earlier. This department feels that if this situation is allowed to become effective it will cause endless dissatisfaction and will be very detrimental to the best interests of the naval service.

The unfairness of the legislation enacted by section 315 above quoted is further accentuated by the fact that prior to the passage of the war risk insurance act of October 6, 1917, persons in the naval service were entitled to the benefits of existing pension laws and death gratuities. By section 312 of the war risk insurance act, these benefits were discontinued and in lieu thereof provision was made by Article III of said war risk insurance act for certain compensation benefits and privileges. Section 315 of the Veterans' Bureau act referred to will operate to take away these benefits and privileges without giving anything in return therefor. Even the benefits of existing pension laws are not applicable to persons entering the naval service on or after February 9, 1922, if said section 315 is allowed to become effective. The benefit of the six months' death gratuity has, however, been reenacted in the act of June 4, 1920 (41 Stat., 821).

I am convinced that the above situation was not fully comprehended by the Congress when section 315 of the Veterans' Bureau act was enacted, and I therefore respectfully recommend that appropriate legislation be enacted before February 9, 1922, to repeal said section, in order that the apparent discrimination above pointed out

will not come into existence and that all persons in the naval service will be entitled alike to the same compensation benefits and privileges. A draft of a proposed bill to accomplish this purpose is herewith inclosed.

Sincerely, yours,

EDWIN DENBY,  
Secretary of the Navy.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

[H. R. 8523, Sixty-seventh Congress, first session.]

A BILL To repeal section 315 of Article III of the war risk insurance act, as amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 315 added to Article III of the war risk insurance act, as amended by section 22 of the act entitled "An act to establish a Veterans' Bureau and improve the facilities and service of such bureau, and further to amend and modify the war risk insurance act," approved August 9, 1921 (Public, No. 47, 66th Cong.), is hereby repealed.

[No. 159.]

**SUPPLY CORPS OF THE NAVY.**

**NAVY DEPARTMENT,  
BUREAU OF SUPPLIES AND ACCOUNTS,**

Washington, D. C., October 7, 1921.

MY DEAR MR. CHAIRMAN: In connection with the letter of July 18, 1921, from the Secretary of the Navy to the Speaker of the House of Representatives recommending the enactment of legislation providing for the redistribution of the number of officers in the several grades of the Supply Corps of the Navy, I inclose herewith for your information a copy of a letter on the same subject from the Secretary of the Navy to the chairman of the Committee on Naval Affairs of the Senate.

In view of the fact that this legislation will make it possible to maintain the efficiency of the department, and even to increase it, I venture to express the hope that favorable action may be taken by your committee at the proper time.

Yours, sincerely,

DAVID POTTER,  
*Paymaster General.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

NAVY DEPARTMENT,  
Washington, October 7, 1921.

MY DEAR SENATOR: Senator Pittman's bill, S. 2390, of August 11, 1921, entitled "A bill to redistribute the number of officers in the several grades of the Supply Corps of the Navy," has been referred to the department for comment. The Navy Department regards the passage of this bill as very desirable in order that the efficiency of the department may be maintained and may be increased. I invite your attention to the terms of a letter addressed by me to the chairman of the Committee on Naval Affairs of the Senate on May 7, 1921. For convenience I quote it here:

DEPARTMENT OF THE NAVY,  
Washington, May 7, 1921.

CARROLL S. PAGE,  
*Chairman Committee on Naval Affairs,  
United States Senate.*

MY DEAR SENATOR: I have the honor to invite your attention to a serious shortage in the Supply Corps of the United States Navy, with respect to pay directors with the rank of captain and pay inspectors with the rank of commander. In attempting to make a redistribution of these officers as between shore duty and fleet duty it is found necessary to assign junior supply officers to places of financial and administrative responsibility, which, for the best interests of the service, requires that officers with rank more commensurate with such duty. It is also found that officers who would be eligible for promotion to pay directors or pay inspectors would not receive any undue preferment by such promotion, for they are now far behind their fellow officers of equal service in the other corps.

of the Navy. In fact, many of the officers of the Supply Corps, which has a splendid record in the war, have received no promotion whatever during that emergency, and opportunity should be offered to provide these men with directors and pay inspectors in order to afford an equality of opportunity to all, which is essential to the efficiency of the service. The expense thereby is small.

It is therefore recommended that the paragraph in the act of August 29, 1922, reads as follows:

"One-half pay directors with the rank of rear admiral, to four pay directors with the rank of captain, to eight pay inspectors with the rank of commander, to seven and one-half in the grades below pay inspector," be amended to read: "One-half pay directors with the rank of rear admiral, to six pay directors with the rank of captain, to twelve pay inspectors with the rank of commander, to seven and one-half in the grades below pay inspectors."

So far as can be ascertained the above amendment if enacted will not give the Supply Corps any advantage over other corps for years to come, but if in the judgment of the committee it is deemed desirable to provide only for the temporary increase in the percentages of such pay directors and pay inspectors, the same could be accomplished by the addition of the following proviso to said proposed amendment:

"Provided, That after July 1, 1922, no vacancies as pay directors with the rank of captain, and pay inspectors with the rank of commander, shall be filled until the numbers have been reduced to those authorized by the act of August 29, 1922."

By letter dated April 2, 1920, the department recommended to the Senate and the House of Representatives the enactment of legislation to provide for the increase in the percentages of the officers as proposed in the above amendment, and such legislation was enacted during the last Congress. It is therefore recommended that the proposed legislation receive the favorable consideration of the committee and that the same be enacted into law at an early date.

Sincerely, yours,

EDWIN DENBY, *Secretary of the Navy*

The department is of the opinion that the readjustment referred to in the above paragraphs and in S. 2390 is for the best interests of the Government. It is earnestly recommended that S. 2390 be passed as soon as possible, or that H. R. 7864, providing for sundry matters affecting the naval establishment, be passed by the Senate in the near future, that the language of Senate bill 2390 be amended thereto in order to expedite its passage.

Sincerely, yours,

EDWIN DENBY, *Secretary of the Navy*

HON. CARROLL S. PAGE,

*Chairman Committee on Naval Affairs, United States Senate.*

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[No. 160.]

**APPOINTMENT OF TEMPORARY AND RESERVE OFFICERS  
UNDER ACT OF JUNE 4, 1920.**

**NAVY DEPARTMENT,  
Washington, October 13, 1921.**

Y DEAR MR. CHAIRMAN: Replying to your letter of the 10th  
ant regarding the possibility, in the interest of economy, of  
aining from making appointments in the line of the Navy which  
e authorized by the act of June 4, 1920, it is not clear to me what  
ion the disenrollment of classes 2, 3, 4, and 5 of the Naval  
erve Force may be thought to have to the appointment or failure  
ppoint the 800 temporary and reserve officers who have recently  
ified for permanent commissions.

must be plain to the Naval Committee that the action taken  
he department in disenrolling classes 2, 3, 4, and 5 of the Naval  
erve Force was simply and solely taken in order not to exceed  
amount appropriated by the Congress for the maintenance of  
Reserve Force. There was no question involved of not needing  
services of these reservists, as they are on inactive duty and are  
ely apart from the temporary officers on active duty.

he line of the Navy on October 1, 1921, consisted of 5,160 officers,  
hich 1,832 were serving under temporary appointments which  
terminate on December 31, 1921, and after that date the services  
these 1,832 officers will be no longer available. Of the 5,160  
ers above mentioned, 3,704 are at sea, 1,471 on shore, and 47  
unemployed—that is, sick, in transit, etc. Of the 1,832 officers  
ng under temporary appointments 1,400 were at sea, 422 on  
e duty, and 10 unemployed.

will be seen therefore that by far the greatest loss of the tempo-  
officers will be felt by the naval forces afloat and it can easily  
nagined what the loss of 1,400 officers would mean to the ships  
be Navy. The destroyer squadrons will be most affected by  
termination of temporary appointments, since the department  
naturally tended toward assigning graduates of the Naval  
emy to battleships with their extensive and intricate machinery,  
ding fire-control installations, etc.

he large number of new destroyers now in the Navy Register is,  
ou know, the result of war-time construction. They are, however,  
valuable and useful vessels, representing the best of their class  
e world and were a cost to the Government of approximately  
a billion dollars. It would be false economy indeed to permit  
vessels to deteriorate, and there is practically no way to pre-  
the deterioration of these vessels when out of commission; they  
lled with machinery which will soon rust and rapidly deteriorate  
owed to stand without care. Aside from military loss to the  
considering the question on a purely pecuniary basis, you will  
ly see that the loss of but a very few destroyers through deterior-  
n would cost the Government much more than the pay of the  
temporary and reserve officers who have qualified for the per-  
ent Navy.

The great majority of regular line officers are opposed to the transfer of large numbers of officers to the line in the manner now proceeding, because they feel that the training given at the Naval Academy is inseparably a part of a successful all-around line officer. This feeling is shared equally by those officers who will revert to lower ranks on December 31, 1921, and those who will not revert. They realize, however, with the department, that the present condition facing the Navy is extremely serious and for that reason they are willing to admit these officers as provided by law.

On the other hand, the department feels that to refrain from making the appointments of those temporary and reserve officers who have successfully passed the examination for transfer to the permanent Navy list, would be a distinct breach of faith with those concerned. These officers worked hard to prepare themselves, they have already been informed of their success in their examinations, and their goal of a commission is now in sight.

The appointment of the 800 temporary and reserve officers who have passed the examination for permanent rank will provide for a total line strength on January 1, 1922, of approximately 4,125 officers, distributed as follows, disregarding the few permanent additional numbers:

Rear admirals.....	41
Captains.....	175
Commanders.....	289
Lieutenant commanders.....	578
Lieutenants.....	1,624
Lieutenants (junior grade) and ensigns.....	1,418

On October 1, 1921, the line of the Navy consisted of 5,160 officers distributed as follows, considering the officers holding temporary rank until December 31, 1921, and disregarding the few permanent additional numbers:

Rear admirals.....	47
Captains.....	212
Commanders.....	364
Lieutenant commanders.....	762
Lieutenants.....	1,544
Lieutenants (junior grade) and ensigns.....	2,247

It will thus be noted that even when the 800 temporary and reserve officers are permanently appointed, in addition to a total loss to the service of approximately 1,032 officers now serving temporarily in the grade of lieutenant, lieutenant (junior grade) and ensign, there will be a loss in the upper grades of the line approximately as follows:

Rear admirals.....	6
Captains.....	37
Commanders.....	75
Lieutenant commanders.....	184

After consideration of these figures, I am sure that you will agree with me that the appointment of these 800 officers, which will only partially alleviate a very serious condition in the Navy, is absolutely essential at this time.

Very sincerely,

EDWIN DENBY.

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

[No. 161.]

**REQUESTING CERTAIN INFORMATION RELATIVE TO THE NAVAL  
RESERVE FORCE.**

(H. Res. 172.)

**NAVY DEPARTMENT,  
Washington, October 12, 1921.**

**CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.***

DEAR MR. CHAIRMAN: Replying further to the committee's letter of August 15, 1921, inclosing a resolution (H. Res. 172) requesting certain information regarding the names, occupations, duties, stations of duty, nature and manner of incurrence of disability, rank when retired, retired pay, and allowances of temporary officers of the Navy and officers of the Naval Reserve Force retired for physical disability incurred in line of duty, I have the honor to inclose herewith the desired information regarding all such officers who have been retired up to the present date.

Sincerely, yours,

**EDWIN DENBY,  
*Secretary of the Navy.***

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[H. Res. 172, Sixty-seventh Congress, first session.]

Ordered, That the Secretary of the Navy be, and he is hereby, directed to transmit to the House of Representatives the names of all persons who have been retired on account of physical disability incurred in line of duty while acting as temporary officers in the Navy or as officers of the Naval Reserve Force; the occupation of such persons immediately before commissioning as temporary officers or enrollment in the Naval Reserve Force; a description of the service performed by such persons throughout their active service with the Navy as temporary or reserve officers; the stations of such persons and the dates assigned thereto throughout their active service with the Navy as temporary or reserve officers; the nature and manner of incurrence of the disability which constituted grounds for the retirement of such persons; the rank held by such persons when last relieved from active duty, the rank in which such persons have been retired; and the amount of all pay and allowances each such person is entitled to receive per annum under existing law.

The Secretary of the Navy is also hereby directed to transmit to the House at the beginning of the next regular session and monthly thereafter, a report of all applications for retirement that shall have been finally passed upon, in the same detail as hereinbefore prescribed with respect to all applications of temporary and reserve officers not included in the report first transmitted pursuant to this resolution.

The following is a list of officers placed on the retired list while on temporary commissions in the Regular Navy:

## JOHN AGRAZ.

Born in Mexico April 5, 1880.

- 1918, March 20: Made gunner (T.) (ordnance), Regular Navy. Previous occupation, enlisted man, Regular Navy.  
 1918, April 6: Continue present duty, armed draft detail, New York.  
 1919, March 22: Admitted naval hospital, New York, N. Y., for treatment.  
 1919, April 12: Detached armed draft detail, navy yard, New York, to continue treatment naval hospital, New York, N. Y.  
 1919, July 9: Discharged treatment naval hospital, New York, N. Y., to naval hospital, Washington, D. C.  
 1919, July 10: To examination for retirement, Navy Department, to continue treatment, naval hospital, Washington, D. C.  
 1919, August 20: Found by Naval Retiring Board incapacitated for service by reason of complete ankylosis of the left knee following an inflammation of the joint and that incapacity is permanent and was incurred in the line of duty as the result of an incident of the service subsequent to temporary promotion as gunner. On August 16, 1919, the President approved the findings of the Naval Retiring Board and directed be retired from service and placement on retired list with rank now temporary promotion in conformity with provisions of section 1453, Revised Statutes, and the act of May 22, 1917. Accordingly, retired from August 16, 1919.  
 1919, August 27: Upon discharge from naval hospital, Washington, D. C., relieved from all active duty and to home. Active pay and allowances longevity 2 years plus. Retired three-fourths pay, \$1,125 (shore duty).

## HAROLD V. ANDREWS.

Born in Buffalo, N. Y., April 7, 1893.

- 1918, April 1: Appointed ensign (T.), Regular Navy. Previous occupation, enlisted man, Regular Navy.  
 1918, May 9: Continue present duty, Navy air station, Pensacola, Fla.  
 1918, September 21: Appointed lieutenant (junior grade) (T.).  
 1918, November 13: Admitted naval hospital, Pensacola, Fla. (treatment).  
 1918, November 30: Detached naval air station, Pensacola, Fla., and to treatment, naval hospital, Fort Lyon, Colo.  
 1919, February 3: Granted six months' sick leave. Upon expiration of leave, examination, naval hospital, Fort Lyon, to determine fitness for duty.  
 1920, June 9: To examination for retirement, naval hospital, Fort Lyon, to complete treatment.  
 1920, November 15: Found by Naval Retiring Board incapacitated for service by reason of tuberculosis, chronic pulmonary, that incapacity is permanent and was incurred in line of duty as a result of an incident of the service that totally incapacitated for both naval service and civilian occupation. On October 31, 1920, President of the United States approved the findings of the board and directed from active service and placed on retired list in conformity with provisions of section 1453, Revised Statutes, and the act of June 4, 1920. Retired as lieutenant (junior grade), October 31, 1920. Longevity five years plus. Retired three-fourths pay, \$1,650. Active pay and allowances (shore duty), \$2,823.80.

## WILLIAM HENRY ANTHONY, JR.

Born in Philadelphia, Pa., November 25, 1896.

- 1918, October 21: Appointed gunner (T.) (radio), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue duty at radio station, Cape May, N. J.  
 1919, August 15: Admitted naval hospital, Philadelphia, Pa.  
 1919, September 11: To examination for retirement, fourth naval district, Philadelphia, Pa.  
 1919, December 31: Detached naval air station, Cape May, N. J., and to treatment naval hospital, Philadelphia, Pa.

January 5: Found by naval retiring board incapacitated for service by reason of insufficiency of the mitral valve of heart, and that incapacity was incurred in the line of duty and that it originated prior to temporary appointment of a gunner in the Navy. The President of the United States under date December 18, 1919, approved proceedings and findings of the board and ordered that he be relieved from active service and placed on the retired list with rank now temporarily held, that of gunner, United States Navy. Accordingly, transferred to the retired list from December 18, 1919, in accordance with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Longevity, five years plus. Retired three-fourths pay, \$1,218.75. Active pay and allowances (shore duty), \$1,691.30.

RICHARD ASHBY.

In Denton, Tex., October 25, 1890.

November 20: Appointed pharmacist (T.), United States Navy. Previous occupation, enlisted man in the Regular Navy. Continue treatment naval hospital, New Orleans, La.

February 3: Upon discharge from treatment naval hospital New Orleans, to duty naval hospital, Fort Lyon, Colo.

June 12: Admitted naval hospital Fort Lyon, Colo., for treatment.

June 18: To examination for retirement, naval hospital, Fort Lyon, Colo.

August 7: Found by naval retiring board incapacitated for active service by reason of chronic pancreatitis (with adhesions), and that incapacity is permanent, and was incurred in the line of duty as the result of an incident in active service subsequent to temporary appointment as a pharmacist in the Navy. On July 31, 1919, the President of the United States approved proceedings and findings of the naval retiring board and directed retirement from active service and placement on the retired list with rank now temporarily held, that of pharmacist, in conformity with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Accordingly transferred to retired list from July 31, 1919. Longevity, four years plus. Retired three-fourths pay, \$1,218.75. Active pay and allowances (shore duty), \$1,691.30.

CLYDE FRANCIS VAN EPPS.

In Waupaca, Wis., June 10, 1889.

February 12: Appointed a temporary pharmacist, United States Navy. Continue duty on the U. S. S. *Mohican*. Previous occupation, enlisted man in the Regular Navy.

April 20: Detached and to the receiving ship, San Francisco, Calif.

May 25: Detached and to duty naval hospital, New York, N. Y.

March 31: Admitted treatment naval hospital, New York, N. Y.

April 7: Detached duty naval hospital, New York, N. Y., and to treatment naval hospital, Fort Lyon, Colo.

June 23: To examination for retirement, naval hospital, Fort Lyon.

July 25: " Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as the result of an incident of the service, subsequent to temporary appointment as pharmacist. On July 19, 1920, the Secretary of the Navy directed that no action be taken at this time on the proceedings of the board in this case and further directed continuation of treatment at naval hospital, Fort Lyon, Colo., for six months. Attention to be reexamined to determine condition and further disposition." July 21: To Naval Retiring Board, naval hospital, Fort Lyon, Colo., for re-examination for retirement.

October 18: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of an incident of service, and found totally incapacitated for both naval service and civilian occupation. September 29, 1920, the President of United States approved proceedings and findings of board, and directed retirement from active service and placement on retired list with rank now temporarily held, that of pharmacist, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from September 29, 1920. Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

## GLAISTER HEROD ASHLEY.

Born in Gratiot County, Mich., July 1, 1890.

- 1918, January 19: Appointed assistant surgeon (T), with rank (junior grade). Previous occupation, assistant surgeon, United States Reserve Force.
- 1918, January 19: Continue duty at navy yard, Puget Sound, Wash.
- 1918, February 7: Detached and to duty thirteenth naval district, Puget Sound, Wash.
- 1918, June 8: Detached and to duty navy yard, Puget Sound, Wash.
- 1918, September 6: Attained the rank of lieutenant (T) from June 8, 1918.
- 1918, November 3: Admitted treatment naval hospital, Puget Sound, Wash.
- 1918, December 4: Detach navy yard, Puget Sound, and to naval hospital, Fort Lyon, Colo., for further treatment.
- 1919, January 30: Granted six months' sick leave, upon expiration returned to duty, naval hospital, Fort Lyon, Colo.
- 1919, September 2: To examination for retirement, naval hospital, Fort Lyon, Colo.
- 1920, May 19: Granted six months' sick leave, upon completion to duty, naval hospital, Fort Lyon, Colo.
- 1920, September 4: To examination for retirement, naval hospital, Fort Lyon, Colo.
- 1920, November 25: Temporarily appointed (ad interim) a physician with rank of lieutenant from August 1, 1920. (Act of Congress, as amended.) Longevity, three years plus. Retired three-fourths pay and allowances (shore duty), \$3,200.50.
- 1921, March 31: Found by Naval Retiring Board to be 100 per cent incapacitated for active service and 25 per cent incapacitated for civilian service by reason of tuberculosis, chronic pulmonary, and that incapacity an incident of service subsequent to assumption of rank of lieutenant (T), 1921. President of United States approved proceedings of retiring board and directed retirement from active service and retired list in conformity with provisions of section 1453, Revised Statutes, those of act of June 4, 1920. Accordingly transferred to retired list, March 29, 1921, in rank now temporarily held, that of lieutenant (T), Corps.

## ROBERT TRUFMAN BAMFORD.

Born in Ipswich, Mass., September 6, 1893.

- 1917, September 24: Appointed a gunner (T.) (electrical), United States Navy. Previous occupation, enlisted man in the Regular Navy. Continued duty on receiving ship, Boston, Mass.
- 1917, December 6: Detach and submarine base, New London, Conn.
- 1917, December 24: Appointed ensign (T.) from December 1, 1917, to May 22, 1917.)
- 1918, July 1: Appointed a lieutenant (junior grade) (T.) from May 22, 1917. (Act of May 22, 1917.)
- 1918, October 19: Detached and duty navy yard, Boston, Mass.
- 1920, July 23: Admitted naval hospital, Chelsea, Mass.
- 1920, August 23: To examination for retirement, Naval Retiring Board, Department, Washington, D. C.; upon completion return to duty, Chelsea, Mass.
- 1920, October 16: Found by Naval Retiring Board incapacitated for active service by reason of loss of right foot and half of right leg, result necessitated by fracture, and that incapacity is permanent and in line of duty as result of an incident of the service, and that disability for naval service and 30 per cent for civilian occupation. On October 23, 1920, the President of the United States approved proceedings of retiring board and directed retirement from active service and retired list with rank now temporarily held, that of lieutenant (junior grade), in conformity with provisions of section 1453, Revised Statutes, those of act of June 4, 1920. Transferred to retired list from October 23, 1920. Longevity, three years plus. Retired three-fourths pay, pay and allowances, \$2,623.80.

## CLARENCE E. BEACH.

Born in Findley Lake, N. Y., April 28, 1888.

- 1918, May 1: Appointed ensign (T.), United States Navy. Previous occupation, enlisted man in the Regular Navy.

July 18: Continue present duty on the *O-5*.  
 July 2: Detached and to Quincy, Mass., for duty in connection with fitting *O-9*, and for duty on board when commissioned; *O-9* in commission July 918.  
 September 21: Appointed a lieutenant (junior grade) (T.).  
 July 29: To examination for retirement, Naval Retiring Board, Boston.  
 July 29: Detach *O-9* and to New London Ship & Engine Co., Groton, Conn.  
 September 11: " Found by Naval Retiring Board incapacitated for service reason of deformity of left hand and that incapacity is permanent and was incurred in the line of duty as the result of an incident of the service subsequent to temporary appointment as lieutenant (junior grade). The President of the United States on September 1, 1919, approved the proceedings and findings of the board, and directed he retired from active service and placed on retired list with rank of lieutenant (junior grade), now temporarily held, in conformity with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list of the Navy from September 1, 1919." Longevity, 2 years plus. Retired three-fourths pay, \$1,500. Active pay and allowances (shore duty), \$2,623.80.

#### SIDNEY JACKSON BRAWNER.

in Seguin, Tex., September 26, 1886.  
 September 20: Appointed gunner (T.), (ordnance), United States Navy. Previous occupation, enlisted man in the Regular Navy.  
 September 20: Continue present duty on receiving ship, Norfolk, Va.  
 October 25: Detach and to duty on the U. S. S. *Antigone*.  
 April 29: Admitted naval hospital, Norfolk, Va.  
 September 20: Detach and continue treatment, naval hospital, Norfolk.  
 November 13: Transferred from naval hospital, Norfolk, to naval hospital, Newport, R. I.  
 June 9: To Naval Retiring Board, Navy Department, Washington, D. C., examination for retirement.  
 July 19: " Found by Naval Retiring Board suffering from arthritis deformans, which originated in line of duty, and recommended to be granted six months' sick leave. On July 9, 1920, the President of the United States approved proceedings and findings of the board. Granted six months' sick leave. On expiration, to naval hospital, Newport, R. I., for physical examination to determine fitness for duty. Upon completion, await orders."  
 March 3: To examination for retirement, Naval Retiring Board, Navy Department, Washington, D. C.  
 July 21: " Found by Naval Retiring Board incapacitated for active service reason of arthritis deformans; that incapacity is permanent and was incurred in line of duty as result of incident of service, subsequent to temporary appointment as gunner. On July 9, 1921, President of the United States approved proceedings and finding of board, and directed retirement from active service and placement on retired list in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from July 9, 1921, with rank now temporarily held, that of gunner." Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### JAMES THOMAS BRIEN.

in St. Johns, Newfoundland, February 20, 1873.  
 January 1: Appointed ensign (T.), United States Navy, enlisted man, United States Navy.  
 February 1: Continue duty on U. S. S. *Leonidas*.  
 July 1: Temporarily appointed a lieutenant (junior grade).  
 November 30: To examination for retirement, naval retiring board, Navy Department, Washington, D. C.  
 February 15: " Found by Naval Retiring Board incapacitated for active service by reason of defective vision, incapable of correction. Incapacity permanent, and was incurred in line of duty as result of incident of service. On January 29, 1921, the President of the United States approved proceedings and findings of Naval Retiring Board, and directed retirement from active service."

ice and placement on retired list in conformity with section Statutes, and act of June 4, 1920. Transferred to retired list from 1921."

1921, March 3: Detached *Leonidas*, and to home; relieved all active with rank now temporarily held, that of lieutenant (junior grade), 11 years plus. Retired three-fourths pay, \$1,800. Active pay and allowances (shore duty), \$3,023.80.

#### ROBERT LEE BRYAN.

Born in Taylorville, Ill., February 9, 1888.

1917, September 24: Appointed a gunner (T.), (ordnance), United States Navy. Previous occupation, enlisted man in Regular Navy.

1918, February 6: Detached and to Quincy, Mass., for duty in connection with fitting out of O-7, and on board when commissioned. In command from 1918.

1918, June 6: Temporarily appointed an ensign from May 15, 1917 (May 22, 1917).

1918, October 25: Temporarily appointed a lieutenant (junior grade) from September 21, 1918 (act of May 22, 1917).

1918, October 31: Admitted treatment, naval hospital, Newport.

1918, November 30: Detached (O-7) and continue treatment, naval hospital, Newport.

1919, January 8: Transferred to naval hospital, Chelsea, Mass.

1919, April 19: Granted six months' sick leave, upon expiration of which he was admitted to treatment, naval hospital, San Diego, Calif.

1919, July 28: Transferred to San Pedro Naval Training Station for treatment.

1919, October 8: To examination for retirement, navy yard, Mare Island.

1920, September 4: To Naval Retiring Board, navy yard, Mare Island, for examination for retirement.

1921, March 28: "Found by Naval Retiring Board incapacitated for active service by reason of a fracture of the lumbar vertebrae; that the disability is permanent and was incurred in line of duty as result of an injury while in active service subsequent to temporary appointment as lieutenant (junior grade), and furthermore that incapacity is 40 per cent and does not entitle him to active service on shore or for civilian occupation. On March 28, 1921, the board of the United States approved proceedings and finding directing retirement from active service and placement on retired list in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list in rank now temporarily held, that of lieutenant (junior grade), from March 22, 1921." 11 years plus. Retired three-fourths pay, \$1,800. Active pay and allowances (shore duty), \$3,023.80.

#### LEON W. CALLAWAY.

Born in Marion County, Ga., September 1, 1883.

1917, September 24: Appointed an acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy.

1917, September 28: Continue present duty on the U. S. S. *Dex* *M*.

1918, January 18: Detach and to treatment, naval hospital, Newport. Detach and to treatment, naval hospital, Fort Lyon, Colo.

1919, April 11: To examination for retirement, naval hospital, Fort Lyon, Colo.

1919, July 8: "Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in the line of duty as the result of an incident of the service subsequent to appointment as acting pay clerk, United States Navy. On July 8, 1919, the board of the United States approved the findings of the board directing retirement from active service and placement on retired list in conformity with provision of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from June 12, 1919." 10 years plus. Retired three-fourths pay, \$1,312.50. Active pay and allowances (shore duty), \$2,066.30.



## HERBERT E. CLARKE.

born in Buenos Aires, Argentina, September 26, 1878.

September 24: Appointed a boatswain (T.), United States Navy. Previous occupation, enlisted man in the Regular Navy.

September 28: Continue present duty on the U. S. S. *Houston*.

January 9: Transferred to the Barry Accident Hospital, Barry Docks, England, for treatment.

February 7: Detach (*Houston*), and to the United States via Liverpool, England.

April 5: Granted one month's sick leave; upon expiration to the naval hospital, Norfolk, Va., for examination to determine fitness for duty.

August 1: To duty on the U. S. S. *Zeelandia*.

March 13: Appointed an ensign (T.) from February 15, 1919.

August 27: Detach (*Zeelandia*) and granted three months' sick leave; upon expiration to naval hospital, Portsmouth, Va., for physical examination to determine fitness for duty.

November 25: Admitted naval hospital, Norfolk, Va.

June 10: To Naval Retiring Board, Navy Department, for examination retirement.

August 6: Found by Naval Retiring Board not incapacitated for active service and recommended ordered to duty. On July 27, 1920, the President approved proceedings, findings, and recommendation of Naval Retiring Board.

August 13: Continue treatment, naval hospital, Norfolk, Va.

March 16: To Naval Retiring Board, Navy Department, for examination retirement.

May 9: " Found by Naval Retiring Board incapacitated for active service because of chronic valvular disease of the heart; that incapacity is permanent and was incurred in line of duty as result of an incident of the service, and that disability is 100 per cent for naval service and 90 per cent for civil occupation, and was incurred subsequent to appointment as ensign (T.). On April 25, 1921, the President of the United States approved proceedings and findings of board and directed retirement from active service and placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and use of act of June 4, 1920. Transferred to retired list with rank of ensign from April 25, 1921." Longevity, 20 years plus. Retired three-fourths pay, 755. Active pay and allowances (shore duty). \$2,821.30.

## WILLIAM FREDERICK CRELL.

born in Waukegan, Ill., September 4, 1873.

September 24: Appointed a pharmacist (T.), United States Navy. Previous occupation, enlisted man in the Regular Navy.

October 15: Continue present duty on the U. S. S. *Iroquois*.

October 22: Detached and to duty naval hospital, Mare Island, Calif.

March 13: Detached and to duty navy yard, Mare Island, Calif.

March 22: Detached and to duty third naval district, connection fitting *Santa Paula*, and on board when commissioned. In commission August 1918.

August 14: Leave, one month. Detached when placed out of commission *Santa Paula*, and upon expiration of leave to naval air station, San Diego, Calif., for duty at naval hospital.

August 25: Temporarily appointed a chief pharmacist, to rank with but over ensign, from May 15, 1919.

April 3: Detached and to duty on the *Texas*.

January 4: Admitted naval hospital, San Diego, Calif.

March 20: To Naval Retiring Board, navy yard, Mare Island, Calif., for examination for retirement.

June 7: " Found by Naval Retiring Board incapacitated for active service because of paralysis agitans, incapacity permanent, and was incurred in line of duty as result of incident of the service, subsequent to appointment as temporary chief pharmacist, and totally incapacitated for both naval service and civil occupation. On May 31, 1921, the President of the United States approved proceedings and findings of board, and directed retirement from active service and placement on retired list with rank now temporarily held,

that of chief pharmacist, in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list with rank of pharmacist from May 31, 1921." Longevity, 20 years plus. Retired pay, \$1,785. Active pay and allowances (shore duty), \$2,821.30.

## LAWRENCE CRILLEY.

Born in Trenton, N. J., February 24, 1887.

- 1917, September 24: Appointed a gunner (T.), (ordnance), United States Navy.  
 1917, September 28: Continue present duty at the torpedo station, R. I. Previous occupation, enlisted man in the Regular Navy.  
 1917, December 15: Appointed an ensign (T.), United States Navy.  
 1918, January 22: Detach and to duty as assistant instructor in torpedoes, marine base, New London, Conn.  
 1919, July 1: Appointed a lieutenant (junior grade), (T.), United States Navy.  
 1919, January 29: To examination for retirement, naval hospital, Fort Lyon, Colo. Completion to treatment at naval hospital, Fort Lyon, Colo.  
 1919, May 29: "Found by Naval Retiring Board before which recent incapacity for active service by reason of tuberculosis, chronic that incapacity is permanent, and was incurred in line of duty an incident of the service subsequent to temporary appointment. Findings of the board were approved by the President of the United States who directed retirement from active service and placement on retired list with rank now temporarily held, that of lieutenant (junior grade) in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from May 11, 1919." 13 years plus. Retired three-fourths pay, \$1,800. Active pay and allowances (shore duty), \$3,028.80.

## HENRY EUGENE COE, JR.

Born in Coldspring Harbor, N. Y., on October 2, 1894.

- 1918, February 1: Appointed an ensign (T.), United States Navy. Previous occupation, ensign in the United States Naval Reserve Force. Continued under instruction at Naval Academy, Annapolis, Md.  
 1918, July 31: Detach and to the receiving ship, New York, N. Y., for duty.  
 1918, August 15: Appointed a lieutenant (junior grade), (T.), United States Navy.  
 1918, August 24: Detach and to duty at the naval training station, Great Lakes, Ill.  
 1919, February 5: To examination for retirement, naval training station, Great Lakes, Ill.  
 1919, April 28: Detach and to temporary duty on the receiving ship, New York, N. Y.  
 1919, May 26: "Found by Naval Retiring Board incapacitated for active service by reason of atrophy of the muscles and motor nerves of the right arm and that incapacity is permanent and is a result of an incident of the service and originated in the line of duty prior to temporary appointment as lieutenant (junior grade), and subsequent to temporary appointment. Findings of the board were approved by the President of the United States who directed retirement from active service and placement on retired list with rank now temporarily held, that of lieutenant (junior grade) in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from May 4, 1919." 11 years plus. Retired three-fourths pay, \$1,500. Active pay and allowances (shore duty), \$2,623.80.

## STEPHEN FRENCH.

Born in Newfoundland October 10, 1869.

- 1918, April 20: Appointed a boatswain (T.), United States Navy. Previous occupation, enlisted man in the Regular Navy.  
 1918, May 7: Continue present duty at naval training station, Great Lakes, Ill.  
 1918, May 11: Detach and to temporary duty at navy yard, New York, N. Y.  
 1918, May 29: Detach and to duty third naval district for duty in connection with fitting out the *Curlew*, and on board when commissioned.  
 1918, June 25: Detach and to duty on the receiving ship, Pensacola, Fla.

May 10: Admitted treatment naval hospital, Pensacola, Fla.  
 July 8: Detach receiving ship, Pensacola, Fla., and upon discharge treatment at naval hospital, proceed to Washington, D. C., for observation with view of retirement.  
 July 15: Admitted naval hospital, Washington, D. C.  
 October 14: Granted three months' sick leave; upon completion to naval hospital, Washington, D. C., for examination.  
 February 14: Upon discharge from naval hospital, Washington, D. C., to duty on the U. S. S. *Curlew*.  
 September 30: Detach *Curlew*, and to the Canal Zone, via Army transport arriving about October 5 from New York, N. Y. Upon arrival to the *Sciota* for duty.  
 January 25: Detach (*Sciota*), and to the naval hospital, New York, N. Y., for treatment.  
 April 23: To Naval Retiring Board, Navy Department, Washington, D. C., for retirement.  
 July 21: Found by Naval Retiring Board incapacitated for active service because of arteriosclerosis; that incapacity is permanent and was incurred in line of duty as result of an incident of the service; that disability is 100 per cent for naval service and 40 per cent for civil occupation and was incurred subsequent to appointment as boatswain (T.). On July 9, 1921, the President of United States approved proceedings and findings of board, and effected retirement from active service and placement on retired list in conformity with provisions of section 1453, R. S., and those of June 4, 1920. Transferred to retired list from July 9, 1921. Longevity, 20 years, plus retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$41.30.

## ALFRED MUTÉ GAGNEUX.

Born in Baltimore, Md., July 26, 1894.  
 June 8: Appointed ensign (T.), United States Navy. Previous occupation, Ensign, United States Naval Reserve Force.  
 June 9: Detached Naval Academy (under instruction) at, to duty on the *Albatross*.  
 September 9: Detached *Nevada* and to Queenstown, Ireland, for observation, treatment, and disposition.  
 October 22: Transferred to naval hospital, New York, N. Y.  
 November 8: Upon discharge naval hospital, New York, N. Y., to treatment at naval hospital, Fort Lyon, Colo.  
 July 23: To Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement.  
 October 18: "Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was due to an incident of the service previous to appointment as ensign (T.), and found wholly incapacitated for naval service and 40 per cent for civilian occupation. On September 25 the President of United States approved proceedings and findings of retiring board and effected placement on retired list with rank now temporarily held—that of Ensign—in conformity with the provisions of section 1453, Revised Statutes, those of the act of June 4, 1920. Transferred to retired list from September 25, 1920." Longevity, three years plus. Retired three-fourths pay, \$75. Active pay and allowances (shore duty), \$2,141.30.

## JOSEPH WILLIAM GESSEL.

Born in Baltimore, Md., November 23, 1887.  
 January 23: Appointed gunner (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty, armed draft ship, New York, N. Y.  
 May 20: Detach and to duty on the receiving ship, New York, N. Y.  
 July 7: Detach and to duty at the naval torpedo station, Newport, R. I.  
 September 12: Admitted naval hospital, Newport, R. I.  
 October 15: Detach naval torpedo station and continue treatment at naval hospital, Newport, R. I.  
 August 25: Upon discharge, naval hospital, to the *Rochester* for duty with Destroyer Flotilla 3, United States Atlantic Fleet.

1921, April 15: To examination for retirement, Naval Retiring Board, Navy Department, Washington, D. C.

1921, May 14: "Found by Naval Retiring Board incapacitated for active service by reason of diabetes mellitus; incapacity permanent and was incurred in line of duty as result of incident of the service. Disability 60 per cent for naval service and 40 per cent for civilian occupation, and was incurred subsequent to appointment as gunner (T.). May 10, 1921, President of United States approved proceedings and findings of board and directed retirement from active service and placement on retired list, with rank now temporarily held, that of gunner, in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from May 10, 1921."

1921, May 28: Detach from duty and to home. Longevity, 16 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

WILLIAM GIBSON.

Born in Hingham, Mass., April 11, 1894.

1919, April 20: Appointed ensign (T.), United States Navy. Previous occupation, ensign in United States Naval Reserve Force.

1919, July 10: Detach naval ammunition depot, Hingham, Mass., and to duty on the U. S. S. *Huron*.

1919, September 2: Detach *Huron* and to duty on the receiving ship at Philadelphia, Pa.

1919, September 23: Detach and to duty receiving ship, Boston, Mass.

1919, October 9: Detach and to naval hospital, Fort Lyon, Colo.

1920, April 21: Granted three months' sick leave upon discharge from naval hospital, Fort Lyon. Upon expiration, to same hospital for physical examination to determine fitness for duty.

1920, September 25: To Naval Retiring Board, navy hospital, Fort Lyon, for examination for retirement. Continue treatment naval hospital, Fort Lyon.

1921, February 18: "Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; incapacity permanent and result of incident of service; 100 per cent both for naval service and civilian occupation. President of United States approved proceedings and findings of board and directed retirement from active service and placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from February 8, 1921." Longevity, 2 years plus. Retired, three-fourths pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

WILLIAM ALVIN GRAYSHAN.

Born in Tilton, N. H., June 25, 1883.

1918, August 20: Appointed carpenter (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty, recruiting station, New York, N. Y.

1918, September 17: Detach and to duty, receiving ship, New York, N. Y.

1918, October 24: Detach and to duty at base 7, United States Naval Forces based on French coast.

1919, April 14: Detach base 7, Brest, France, and to United States naval hospital, New York, N. Y., for treatment.

1919, May 31: Granted sick leave three months; upon expiration to naval hospital, New York, N. Y., for examination.

1919, October 17: To Naval Retiring Board for examination for retirement, upon completion to continue treatment, naval hospital, New York.

1920, September 30: No action taken by department on proceedings of Naval Retiring Board held October, 1919. To Navy Department for reexamination for retirement.

1921, April 2: Found by Naval Retiring Board incapacitated for active service by reason of chronic nephritis accompanied by marked arteriosclerosis; that incapacity is permanent and was incurred in line of duty as result of an incident of service; that disability is 80 per cent for naval and 60 per cent for civilian occupation and was incurred subsequent to appointment as carpenter (T.). President of United States approved proceedings and findings of board

and directed retirement from active service and placement on retired list, in conformity with provisions of section 1453, Revised Statutes, and those of June 4, 1920. Transferred to retired list from March 22, 1921, in rank now temporarily held, that of carpenter. Longevity, 12 years plus. Retired, three-quarters pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### CLAUDE GUNN.

Born in Kempton, Ind., March 10, 1887.

September 24: Appointed gunner (T.) (Ordnance), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty at recruiting station, Chicago, Ill.

January 3: Detached and to duty receiving ship, New York, N. Y.

January 14: Detached and to duty on the U. S. S. *Camden*.

April 26: Detached and to duty on the receiving ship, Philadelphia, Pa.

May 4: Detached and to fourth naval district for duty in connection with putting out the U. S. S. *Orizaba*, and on board when commissioned. *Orizaba* commissioned May 21, 1918.

September 13: Detached and to duty on receiving ship, New York, N. Y.

February 21: Detached and to duty naval torpedo station, Newport, R. I.

June 3: Admitted naval hospital, New York, N. Y.

June 6: Detached naval torpedo station, Newport, R. I., and continue treatment naval hospital, New York, N. Y.

September 30: To examination for retirement, Navy Department, Washington, D. C.

December 7: Found by Naval Retiring Board incapacitated for active service by reason of partial loss of function left leg, due to nerve injury resulting from wounds inflicted by fragments of depth bomb; incapacity permanent and was incurred in line of duty as result of incident of service; disability 75 per cent for naval service and 30 per cent for civilian occupation. President approved proceedings and findings of board, and directed retirement from active service and placement on retired list in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from November 1, 1920, with rank now temporarily held, that of gunner. Longevity, 12 years plus. Retired three-quarters pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### LESTER WARD HANSEN.

Born in Omaha, Nebr., January 19, 1895.

May 2: Appointed an ensign (T.), United States Navy. Previous occupation, ensign, United States Naval Reserve Force.

May 8: To temporary duty on receiving ship, Puget Sound, Wash.

June 5: Detach and to duty on the U. S. S. *Minneapolis*.

September 18: Detach and to naval hospital, Fort Lyon, Colo., for treatment.

July 22: To Naval Retiring Board, naval hospital, Fort Lyon, for examination; upon completion continue treatment.

October 18: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of an incident of the service; and found totally incapacitated for naval service and 75 per cent incapacitated for civilian occupation. The President of United States approved proceedings and findings of board, and directed retirement and placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and those of the act of June 4, 1920. Transferred to retired list from September 25, 1920. Longevity, 25 years. Retired three-quarters pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

#### WALTER HANSEN.

Born in New York, N. Y., December 11, 1885.

May 1: Appointed ensign (T.), United States Navy; previous occupation, enlisted man in Regular Navy.

May 18: Continue present duty at naval training camp, Philadelphia, Pa.

July 22: Detach and to duty on the U. S. S. *Ozark*.

- 1918, September 21: Appointed lieutenant (junior grade), (T.), United States Navy.
- 1919, January 14: Admitted treatment, naval hospital, New Orleans, La.
- 1919, April 8: Detach *Ozark* and continue treatment, naval hospital, New Orleans, La.
- 1919, May 23: Upon discharge from treatment, to naval forces operating in European waters, assigned to *Richard Buckley*.
- 1919, July 7: Detach *Richard Buckley*, and to the *Black Hawk*. Detach *Black Hawk*, and to base 18 for treatment at hospital.
- 1919, July 25: To United States and to nearest naval hospital; admitted naval hospital, New York.
- 1920, September 30: To Navy Department for examination for retirement.
- 1920, December 4: Found by Naval Retiring Board incapacitated for active service by reason of deafness of both ears; incapacity permanent and was incurred in line of duty as result of incident of service; disability, 90 per cent for naval service and 60 per cent for civilian occupation. President of United States approved proceedings and finding of Naval Retiring Board and directed placement on retired list with rank now temporarily held, that of lieutenant (junior grade), in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from November 20, 1920. Longevity, 5 years, plus. Retired three-quarters pay, \$1,650. Active pay and allowances (shore duty), \$2,823.80.

## LOUIS ALBERT HARTER.

Born in Erie, Pa., May 17, 1891.

- 1918, February 20: Appointed machinist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on U. S. S. *Virginia*.
- 1918, March 11: Detach and to duty fitting out *Flamingo*, and on board when commissioned. In commission February 12, 1919.
- 1918, November 21: Detach duty fitting out *Flamingo*, and wait orders at New York, N. Y.
- 1918, November 22: To examination for retirement, Naval Retiring Board.
- 1919, January 15: Found by Naval Retiring Board incapacitated for active service by reason of ankylosis, left extended in knee joint, and that incapacity is permanent and was incurred in line of duty as result of incident of service. The Bureau of Medicine and Surgery recommended retention in service for three months for further observation and treatment, and then to be re-examined to determine fitness for further retention.
- 1919, April 5: To examination for retirement, Naval Retiring Board, Third Naval District.
- 1919, October 6: Found by Naval Retiring Board incapacitated for active service by reason of ankylosis of left knee joint, together with an hysterical condition commonly known as railroad spine, and that incapacity is permanent and was incurred in line of duty. President directed retirement from active and placement on the retired list with rank now temporarily held, that of machinist, in conformity with provisions of section 1453, Revised Statutes, those of act of May 22, 1917. Transferred to retired list from September 29, 1919. Longevity, seven years plus. Retired three-fourths pay, \$1,312.30. Active pay and allowances (short duty), \$2,066.30.

## CHARLES MILLER HATCHER.

Born in Lynchburg, Va., May 11, 1888.

- 1918, January 18: Appointed an assistant surgeon (T.), with rank of lieutenant (junior grade). Previous occupation, assistant surgeon, United States Naval Reserve Force.
- 1918, June 25: Detach naval training station, Norfolk, Va., and to duty marine camp of instruction, Quantico, Va.
- 1918, July 31: Detach and to duty first September, Machine Gun Battalion, Quantico, Va. Sailed for France August 22, 1918.
- 1918, September 6: Attained the rank of lieutenant (T.) from July 1, 1918.
- 1919, October 14: Detached and to naval hospital, Fort Lyon, Colo., for treatment.
- 1920, January 2: Granted three months' sick leave. Upon expiration to naval hospital, Fort Lyon, Colo., for examination to determine fitness for duty.

0, May 5: Granted six months' sick leave.

0, December 9: To examination, Naval Retiring Board, naval hospital, Fort Lyon, for retirement.

1, May 13: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, incapacity result of incident of service, subsequent to appointment as lieutenant (T.), and totally incapacitated for both naval service and civilian occupation. President directed placement on retired list with rank now temporarily held, that of lieutenant (Marine Corps), in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list May 6, 1921. Longevity four years plus. Retired three-fourths pay, \$1,800. Active pay and allowances (shore duty), \$3,200.50.

#### FREDERICK JULIUS HIEPE.

Born in Brooklyn, N. Y., March 3, 1890.

8, September 20: Appointed acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty as U. S. S. *Recruit*.

0, August 20: Admitted naval hospital, New York, N. Y.

9, October 14: Detach (*Recruit*) and to Naval Retiring Board, third naval district, for examination for retirement. Upon completion continue treatment, naval hospital, New York.

0, February 18: Found by Naval Retiring Board incapacitated for active service by reason of asthma and recommended to be given three months' special treatment.

0, September 28: Upon discharge from naval hospital, New York, N. Y., to Army and Navy Hospital, Hot Springs, Ark.

1, February 10: Upon discharge from Army and Navy Hospital, Hot Springs, Ark., to naval hospital, Charleston, S. C.

1, May 2: To Naval Retiring Board, Navy Department, for examination for retirement.

1, June 17: Found by Naval Retiring Board incapacitated for active service by reason of asthma; that incapacity is permanent; was incurred in line of duty as result of incident of service; that disability is 100 per cent for naval service and 80 per cent for civil occupation and was incurred subsequent to appointment as acting pay clerk (T.). President approved proceedings and findings of board and directed placement on retired list in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from June 11, 1921, with rank now temporarily held. Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### LOUIS ANDERSON HOMFELD.

Born in Rico, Colo., June 20, 1894.

9, January 20: Appointed gunner (T.) (Ordnance), United States Navy. Previous occupation, enlisted man in the Regular Navy. On duty thirteenth naval district.

9, June 17: Detach duty (thirteenth naval district) and to treatment, naval hospital, Fort Lyon, Colo.

0, July 22: To examination for retirement, Naval Retiring Board, naval hospital, Fort Lyon, Colo. Upon completion continue treatment.

0, November 1: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of incident of service. Totally incapacitated both for naval service and civilian occupation. President of United States directed placement on retired list with rank now temporarily held, that of gunner, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from October 22, 1920. Longevity, 9 years plus. Retired three-fourths pay, \$1,500. Active pay and allowance (shore duty), \$2,191.30.

#### CHARLES IVINS.

Born in Elkhart, Ind., December 9, 1876.

18, January 23: Appointed machinist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the *Wilkes*.

- 1918, June 7: Detach and to treatment, Base Hospital No. 5, Brest.  
 1918, June 18: Detach and to home; upon arrival in United States hospital, New York, N. Y., for further treatment.  
 1918, July 17: Upon being discharged from treatment, naval hospital, Fort Lyon, Colo.  
 1919, February 14: To examination for retirement.  
 1919, May 17: Found by Naval Retiring Board incapacitated for reason of tuberculosis, chronic pulmonary, and that incapacity is and was incurred in line of duty as result of incident of the subsequent to appointment as machinist (T.) President of United States approved and directed placement on retired list in conformity with provisions of section 1453, Revised Statutes, and act of May 22, 1917, with rank now temporarily held, that of machinist. Transferred to retired list from April 31, 1918. Longevity, 1 year plus. Retired three-fourths pay, \$1.125. Active pay and allowances (shore), \$1,566.30.

ANDREW LINDBERG.

Born in Sweden, September 7, 1880.

- 1917, September 24: Appointed carpenter (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue treatment in naval hospital, New York, N. Y.  
 1918, January 16: Transferred to naval hospital, Fort Lyon, Colo.  
 1918, October 25: To examination for retirement, Naval Retiring Board, Fort Lyon, Colo.  
 1919, January 31: Found by Naval Retiring Board incapacitated for reason of tuberculosis, chronic pulmonary, and that incapacity is and was incurred in line of duty as result of an incident of duty prior to temporary appointment as carpenter. President United States approved and directed placement on retired list, with rank now temporarily held, that of machinist in conformity with provisions of section 1453, Revised Statutes, and act of May 22, 1917. Transferred to retired list from April 31, 1918. Longevity, 12 years plus. Retired three-fourths pay, \$1.25. Active pay and allowances (shore duty), \$2,441.30.

GILBERT ALVIN JONES.

Born in Greenfield, Ohio, August 22, 1893.

- 1917, September 24: Appointed an acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue treatment in naval hospital, New York, N. Y.  
 1918, October 1: Appointed an assistant paymaster (T.), with rank of paymaster.  
 1919, February 24: Detach (*Tonopah*) and to cruiser *Force*, Hoboken, N. J., to supply officer on *Santa Cecilia*.  
 1919, May 12: Detach (*Santa Cecilia*) and to naval hospital, Brooklyn, N. Y., for treatment.  
 1919, May 29: Upon discharge from naval hospital, Brooklyn, N. Y., to U. S. S. *North Carolina*.  
 1919, July 1: Attained the rank of lieutenant (junior grade) (T.).  
 1920, February 11: Detach (*North Carolina*) and to duty navy yard, Groton, Conn.  
 1920, August 7: Detach and to treatment, naval hospital, Puget Sound, Wash.  
 1920, December 11: Granted three months' sick leave. Upon expiration of leave, treatment naval hospital, Mare Island, Calif.  
 1921, March 26: Transferred to naval hospital, Washington, D. C.  
 1921, April 14: To Naval Retiring Board, Navy Department, for examination for retirement.  
 1921, June 28: Found by Naval Retiring Board incapacitated for active duty by reason of psychosis, manic depressive, that incapacity is permanent and was incurred in line of duty as result of incident of service. Discharge granted for naval service and 50 per cent civil occupation. President United States approved and directed placement on retired list in conformity with provisions of section 1453, Revised Statutes, and those of act of May 4, 1920. Transferred to retired list with rank of lieutenant (junior grade) (T.) (Supply Corps) from June 24, 1921. Longevity, 9 years plus. Retired three-fourths pay, \$1,650. Active pay and allowances (shore duty), \$1,650.



## JAMES HENRY JOYCE.

Born in Putnam, Conn., December 1, 1891.

9. January 31: Appointed an ensign (T), United States Navy. Previous occupation, officer in United States Naval Reserve Force. Detach duty under instruction at Naval Academy and to duty under instruction submarine school, New London, Conn.

9. February 11: Detach and to the *Fulton*.

9. June 16: Detach and to *H-3*.

9. July 19: Detach and to *O-7*.

9. October 7: Admitted naval hospital, New York, N. Y.

9. January 24: Detach (*O-7*) and continue treatment naval hospital, New York.

9. April 8: Granted three months' sick leave; upon expiration to naval hospital, New York, N. Y.

9. September 1: To examination for retirement.

9. November 1: Found by Naval Retiring Board incapacitated for active service by reason of loss of function of right shoulder, resulting from fracture which necessitated removal of head of right humerus; that incapacity is permanent and was incurred in line of duty as result of incident of service, and disability is 75 per cent for naval service and 50 per cent for civilian occupation. President of United States directed placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from October 22, 1920. Longevity, 2 years, plus retired three-fourths pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

## DANIEL FRANCIS KELLY.

Born in Franklin, Mass., November 29, 1881.

7. September 24: Appointed a machinist (T), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty at naval air station, Squantum, Mass.

7. October 9: Detach and to duty at naval training camp, San Diego, Calif.

8. January 18: Detach and to naval air station, San Diego, Calif.

8. August 23: Detach and to Pelham Bay Park, N. Y., for duty in aviation engineers' class at Columbia University.

8. September 15: Appointed an ensign (T), United States Navy.

8. November 1: Detach and to Navy Liberty Motor School, Detroit, Mich.

8. December 2: Detach and to naval air station, San Diego, Calif.

9. January 3: Detach and to treatment naval hospital, San Diego, Calif.

9. February 9: Granted 20 days' leave. Upon expiration to naval hospital, Norfolk, Va.

9. July 29: To duty on the U. S. S. *Arnapaho*.

9. November 10: To examination for retirement, Naval Retiring Board, Navy Department, Washington, D. C.

1. February 2: Found by Naval Retiring Board incapacitated for active service by reason of asthma; that incapacity is permanent and was incurred in line of duty as result of an incident of service. Disability is 80 per cent for naval service and for civilian occupation. President of United States directed placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from January 24, 1921. Longevity, 15 years, plus. Retired three-fourths pay, \$1,657.50. Active pay and allowances (shore duty), \$2,651.30.

## JOHN JOSEPH KELLY.

Born in Boston, Mass., May 7, 1893.

3. March 20: Appointed acting pay clerk (T), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on *San Francisco*.

4. April 5: Detach and to duty at naval training station, Newport, R. I.

4. July 24: Detach and to naval hospital, Fort Lyon, Colo., for treatment.

9. June 2: To examination for retirement.

1919, August 4: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in the line of duty as the result of incident in the service. President United States directed placement on retired list, with rank now temporarily held, that of acting pay clerk, in conformity with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list of the Navy from July 25, 1919. Longevity seven years plus. Retired three-fourths pay, \$1,312.50. Active pay and allowances (shore duty), \$2,066.30.

KARL VICTOR KYEKLUND.

Born in Finland, August 9, 1879.

1917, September 24: Appointed a boatswain (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on U. S. S. *Downes*.

1918, December 15: Detach and to treatment, naval hospital, base No. 4.

1919, January 1: Upon discharge from Navy Base Hospital No. 4 to United States. Admitted naval hospital, New York, N. Y.

1919, July 5: To examination for retirement, Naval Retiring Board, naval hospital, Fort Lyon, Colo.; upon completion to treatment same hospital.

1919, September 12: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity permanent and was incurred in line of duty as result of incident of service. President of United States directed retirement from active service and placement on retired list with rank now temporarily held, that of boatswain, in conformity with provisions of section 1453 and act of May 22, 1917. Transferred to retired list from August 29, 1919. Longevity, three years, plus. Retired three-fourths pay, \$1,218.75. Active pay and allowances (shore duty) \$1,691.30.

CHARLES PIERRE LAUGHLIN.

Born in Columbia, S. C. January 28, 1888.

1917, September 24: Appointed acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the U. S. S. *Prometheus*.

1918, July 8: Detach (*Prometheus*), and to Navy Base Hospital No. 5, Brest, France, for treatment. Upon discharge to United States and to naval hospital, Washington, D. C. Transferred to naval hospital, Fort Lyon, Colo.

1918, December 2: To examination for retirement.

1919, March 4: Found by Naval Retiring Board incapacitated for active service by reason of chronic pulmonary tuberculosis, and that incapacity is permanent and was incurred in line of duty as a result of an incident of the service. President of United States directed placement on retired list with rank now temporarily held, that of acting pay clerk, in conformity with section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list from February 7, 1919. Longevity, 12 years, plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

EDWIN FORSTER LINDSTRUM.

Born in Mariette, Wis., December 22, 1884.

1918, October 21: Appointed a gunner (T.) (ordnance), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the U. S. S. *Texas*.

1919, February 2: Admitted naval hospital, Norfolk, Va.

1919, February 7: Detach (*Texas*), and continue treatment, naval hospital, Norfolk, Va.

1919, February 17: Admitted treatment, naval hospital, Fort Lyon, Colo., from naval hospital, Norfolk, Va.

1919, June 4: To examination for retirement.

1919, August 4: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary. Secretary of Navy directed no action be taken at this time on record of proceedings, and further directed be continued under treatment naval hospital, Fort Lyon, Colo., for a period of six months.

1920, July 22: To reexamination for retirement.  
 1920, October 18: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of incident to service. Totally incapacitated both for naval and civilian service. President of United States directed placement on retired list with rank now temporarily held, that of gunner, in conformity with provisions of section 1453, Revised Statutes, and those of June 4, 1920. Transferred to retired list from October 1, 1920. Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

## JOHN FRANCIS LOYE.

Born in Lawrence, Mass., August 24, 1888.

1918, January 23: Appointed a machinist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the *Venetia*.

1919, March 27: Detached and to duty on receiving ship, Mare Island, Calif.

1919, May 2: Detached and to third naval district for duty on receiving ship, New York.

1919, June 13: Detached and to duty on the U. S. S. *Cape Finisterre*.

1919, September 20: Detached and to duty on the eagle *No. 23*.

1919, November 8: Detached and to treatment, naval hospital, Newport, R. I.

1919, December 18: Upon discharge treatment naval hospital, Newport, R. I., to treatment naval hospital, Fort Lyon, Colo.

1920, April 21: Granted six months' sick leave. Upon expiration to treatment naval hospital, Fort Lyon, Colo.

1920, December 8: To examination for retirement.

1921, May 13: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; incapacity is permanent and result of incident of service. Totally incapacitated both naval service and civilian occupation. President of United States directed placement on retired list with rank now temporarily held, that of machinist, in conformity with section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from May 3, 1921. Longevity, eight years plus. Retired three-fourths pay, \$1,312.50. Active pay and allowances (shore duty), \$2,006.30.

## JOHN WILLIAM LUCAS.

Born in Mahanoy City, Pa., January 18, 1892.

1917, September 24: Appointed a gunner (T.) (radio), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the U. S. S. *Charleston*.

1918, May 3: Detached and to Liverpool, England, and wait orders.

1918, May 4: To duty on the U. S. S. *New York*.

1918, October 20: Detached and to treatment, naval hospital, base No. 3.

1918, October 28: Transferred to naval hospital, New York, N. Y.

1918, November 4: Transferred to naval hospital, Fort Lyon, Colo.

1919, July 21: To examination for retirement.

1919, September 11: Found by Naval Retiring Board incapacitated for service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of and incident of service. President of United States directed placement on retired list with rank now temporarily held, that of gunner, in conformity with section 1453, Revised Statutes, and act of May 22, 1917. Transferred to retired list from August 29, 1919. Longevity, three years, plus. Retired three-fourths pay, \$1,218.75. Active pay and allowances (shore duty), \$1,601.30.

## JAMES HENRY MADDEUX.

Born in England December 13, 1882.

1918, November 20: Appointed a machinist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the U. S. S. *Sierra*.

1919, May 10: Admitted naval hospital, Chelsea, Mass. Detach and continue treatment, same hospital.

- 1919, June 18: Upon discharge from treatment to duty receiving  
Mass.  
1919, June 25: Detach and to duty on the *Widgeon*.  
1920, February 2: Detach and to duty on the *Chevrink*.  
1920, October 4: Detach and to treatment, naval hospital, Norfolk.  
1921, July 6: Admitted naval hospital, Washington, D. C. Trans-  
Elizabeths Hospital, Washington, D. C.  
1921, August 5: "Found by Naval Retiring Board incapacitated  
service by reason of chronic interstitial nephritis, and that  
permanent and was incurred in line of duty as result of incident.  
Disability 100 per cent for naval service and 90 per cent for civil  
President of United States directed placement on retired  
conformity with provisions of section 1453, Revised Statutes, and a  
1920. Transferred to retired list from July 27 1921, with rank  
temporarily held." Longevity, 12 years plus. Retired, three-  
\$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

## JOHN ELMER M'CABE.

Born in Harrisburg, Pa., December 31, 1882:

- 1919, March 20: Appointed a gunner (T.) (ordnance), United  
Previous occupation, enlisted man in Regular Navy. On duty  
district.  
1919, June 6: Detached duty first naval district and to treatment  
hospital Chelsea, Mass.  
1919, October 16: Granted six months' sick leave. Upon expiration  
hospital, Fort Lyon, Colo.  
1920, May 5: Granted six months' sick leave. Upon expiration  
hospital, Fort Lyon, Colo.  
1920, December 8: To examination for retirement.  
1921, May 16: "Found by Naval Retiring Board incapacitated for  
by reason of tuberculosis, chronic pulmonary; that incapacity  
and is the result of an incident of service. Totally incapacitated  
service and 80 per cent for civil occupation. President of U  
directed placement on retired list with rank now temporarily  
gunner, in conformity with section 1453, Revised Statutes, and  
4, 1920. Transferred to retired list from May 6, 1921." Longevity,  
years plus. Retired, three-fourths pay, \$1,687.50. Active pay and  
\$2,441.30.

## SAMUEL M'DONALD, JR.

Born in Terre Haute, Ind., February 15, 1886.

- 1918, April 20: Appointed a gunner (T.) (ordnance), United  
Previous occupation, enlisted man in Regular Navy. Continued  
Dunwoody Institute, Minneapolis, Minn.  
1918, May 2: Detach and to duty navy yard, New York, N. Y.  
1918, May 7: Detach and to duty on the *Aroostook*.  
1918, May 11: Detach and to duty on the *Housatonic*.  
1918, May 30: Detach *Housatonic*, and to base 17.  
1919, January 6: Detach and to the United States to await orders.  
1919, March 1: To duty on receiving ship, New York, N. Y.  
1919, June 24: Admitted naval hospital, New York, N. Y.  
1919, July 31: Granting one month's sick leave.  
1919, October 4: Detach receiving ship, New York, N. Y., and com-  
ment naval hospital, New York.  
1919, October 27: Granted two months sick leave.  
1920, June 9: To examination for retirement.  
1920, August 17: Found by Naval Retiring Board suffering from flo-  
of right side, and at present unfit for duty and recommended six  
leave. Upon expiration to naval hospital, New York, N. Y.  
1921, June 11: To examination for retirement, Naval Retiring  
Department.  
1921, July 20: Found by Naval Retiring Board incapacitated for  
by reason of nephroptosis (floating kidney); that incapacity  
and was incurred in line of duty as result of incident of service.  
ability is 80 per cent for naval service and 60 per cent for civil

President of United States directed placement on retired list with rank now temporarily held, that of gunner. Transferred to retired list from May 14, 1921. Longevity, 12 years, plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### OTIS HENRY M'FARLAND.

born in Mahalaville, Ind., November 15, 1884.

April 20: Appointed a gunner (T.) (ordnance), United States Navy. Previous occupations, enlisted man in Regular Navy. Continue present duty, marine base, New London, Conn.

February 12: Detach and to duty on the *Fulton*.

January 21: Detach and to duty on the *Savannah*.

October 25: Admitted naval hospital, Chelsea, Mass.

February 1: Detach *Savannah*, and continue treatment, naval hospital, Chelsea, Mass.

February 15: To Naval Retiring Board, Navy Department, Washington, D. C. for examination for retirement.

April 6: Found by Naval Retiring Board incapacitated for active service because of atrophy of optic nerve, right eye; vision right eye, 0/20, left 20/20, with intense pain following use of this eye. Incapacity permanent was incurred in line of duty as result of incident of service. President of United States approved proceedings and directed placement on retired list in conformity with section 1453, R. S., act of June 4, 1920. Transferred to retired list from March 29, 1921, with rank now temporarily held, that of gunner. Longevity, 15 years, plus. Retired three-fourths pay, \$1,687.50. Active pay and allowance (shore duty), \$2,441.30.

#### JAMES JOSEPH MITCHELL.

born in Albany, N. Y., August 17, 1892.

January 20: Appointed pharmacist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue duty on the U. S. S. *Albatross*.

July 27: Detach and to naval hospital, Norfolk, Va., for treatment.

August 4: Transferred to naval hospital, Fort Lyon, Colo.

March 19: Granted six months' sick leave. Upon expiration continue treatment.

October 26: To Naval Retiring Board for examination for retirement.

January 29: Found by Naval Retiring Board incapacitated for naval service 100 per cent and civilian occupation 50 per cent by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and the result of incident of the service. President of United States directed placement on retired list with rank now temporarily held, that of pharmacist, in conformity with section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from January 16, 1921. Longevity, 9 years plus. Retired, three-fourths pay, \$1,500. Active pay and allowances (shore duty), \$2,141.30.

#### CARL KING MORRIS.

born in Frankfort, Ind., June 2, 1889.

September 24: Appointed an acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the *Minnesota*.

November 30: Admitted treatment, naval hospital, Norfolk, Va.

January 28: Detached *Minnesota*, and to treatment, naval hospital, Fort Lyon, Colo.

November 16: To examination for retirement.

March 4: Found by Naval Retiring Board incapacitated for active service because of chronic pulmonary tuberculosis, and that incapacity is permanent and was incurred in line of duty as result of incident of service. President of United States approved and directed retirement from active service in conformity with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list from February 7, 1921, with rank now temporarily held, that of acting pay clerk. Longevity, 31 years plus. Retired, three-fourths pay, \$1,500. Active pay and allowances (shore duty), \$2,141.30.

## KIRK, WOOD MORSE.

Born in Foster City, Mich., August 2, 1893.

1918, August 20: Appointed gunner (T.) (Ordnance), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue duty on the *Manley*.

1919, February 3: Detach (*Manley*), and to duty on receiving ship, New York, N. Y.

1919, February 17: Admitted naval hospital, New York, N. Y.

1919, March 27: Detach receiving ship, New York, and to Naval Reserve third naval district, for examination for retirement. Upon completion of examination, continue treatment.

1919, July 9: Found by Naval Retiring Board incapacitated for service by reason of defective vision, right eye, 1-40 (foreign body trace), and that incapacity is permanent and was incurred in the result of incident of service. President directed placement of man on retired list with rank now temporarily held, that of gunner, in conformity with provisions of section 1453, Revised Statutes, and act of May 22, 1917. Transferred to retired list from June 12, 1919. Longevity, 1 year plus three-fourths pay, \$1,125. Active pay and allowances, \$1,566.

## ARTHUR LUFKIN MUNDO.

Born in Boston, Mass., February 1, 1895.

1917, September 24: Appointed boatswain (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue duty on *Manley*.

1917, November 17: Detached and to receiving ship, New York, N. Y.

1917, December 15: Detach and to the *Gorgona*.

1918, June 1: Appointed ensign (T.), United States Navy.

1918, September 21: Appointed lieutenant (junior grade) (T), United States Navy.

1918, November 14: Detach *Gorgona*, and to duty on the *Uncas*.

1919, January 17: Detach and to command the *Arapahoe*.

1919, June 13: Detach and granted sick leave for one month. Upon expiration of leave, to naval hospital, Washington, D. C., for physical examination.

1920, June 10: To Naval Retiring Board, Navy Department, for examination for retirement.

1920, August 17: Found by Naval Retiring Board incapacitated for service by reason of almost complete loss of use of right hand, and that left hand becomes painful when subjected to changes of temperature, temperature, for active service. Incapacity is 70 per cent, for naval service and 100 per cent for civilian occupation, and that incapacity is due to an incident of service. President of United States directed retirement and placement of man on retired list with rank now temporarily held, that of lieutenant (junior grade), in conformity with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list from June 7, 1920. Longevity, 5 years, plus. Retired, three-fourths pay, \$2,623.80. Active pay and allowances (shore duty), \$2,623.80.

## MARSHALL RUDOLF NICHOLS.

Born in Amos, W. Va., August 28, 1890.

1918, February 20: Appointed a machinist (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. Continue present duty on the *Beaumont*.

1918, July 4: Detach and to duty at naval air station, Queenstown, Ireland.

1919, January 2: Detach and to United States, upon arrival to naval hospital for medical survey. Admitted naval hospital, New York, N. Y.

1920, February 24: Transferred to naval hospital, Fort Lyon, Colorado.

1921, March 18: To examination for retirement.

1921, June 6: Found by Naval Retiring Board to be incapacitated for service by reason of tuberculosis, chronic pulmonary; that result of an incident of the service and is permanent. Totally unfit for both naval service and civilian occupation. President directed placement of man on retired list with rank now temporarily held, that of machinist (T.).

conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Transferred to retired list from May 27, 1921. Longevity, 7 years, plus. Retired, three-fourths pay, \$1,312.50. Active pay and allowances (shore duty), \$2,066.30.

CHARLES LAWRENCE NIEMES.

Born in Bridgeport, Conn., January 10, 1877.

- 1918, June 20: Appointed machinist (T), United States Navy. Previous occupation, enlisted man in Regular Navy. On duty U. S. S. *Pittsburgh*.  
 1921, April 26: Detached *Pittsburgh*, and to the *Olympia*.  
 1921, June 11: Detach *Olympia* and to the Naval Retiring Board, Navy Department, for examination for retirement.  
 1921, August 2: Found by Naval Retiring Board incapacitated for active service by reason of valvular disease, chronic cardiac (aortic and mitral regurgitation), incurred in line of duty as result of incident of service. That disability is 90 per cent for naval service and 70 per cent for civil occupation. President of United States directed placement on retired list with rank now temporarily held, that of machinist, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Longevity, 12 years, plus. Retired, three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

DON SOUTHARD PRESCOTT.

Born in Virginia, Minn., August 2, 1894.

- 1918, June 8: Appointed an ensign (T), United States Navy. Previous occupation, ensign, United States Naval Reserve Force. On duty U. S. S. *Rhode Island*.  
 1918, September 13: Detach, and to Navy Yard, Washington, D. C.  
 1918, December 23: Admitted naval hospital, Washington, D. C. Detach navy yard, and to naval hospital, Fort Lyon, Colo.  
 1919, November 21: Granted 6 months' sick leave.  
 1920, May 11: Granted 4 months' extension of sick leave. Upon expiration continue treatment.  
 1920, October 26: To examination for retirement.  
 1921, March 26: Found by Naval Retiring Board to be 100 per cent incapacitated for naval service and 75 per cent for civilian occupation, by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and the result of an incident of the service. President directed placement on the retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920, from March 22, 1921. Longevity 4 years, plus. Retired three-quarters pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

FRANK ROCA.

Born in San Juan, P. R., January 5, 1884.

- 1918, February 20: Appointed gunner (T) (electrical), United States Navy. Previous occupation, enlisted man United States Navy. Continue present duty on the U. S. S. *G-3*.  
 1918, June 21: Detach and to the *O-3*.  
 1919, June 11: To examination for retirement, board of medical survey.  
 1919, July 21: Found by Naval Retiring Board incapacitated for active service by reason of myopia of both eyes, and that incapacity is permanent and is result of incident of service. Secretary of Navy directed that no action be taken at this time, and further directed to be ordered to naval hospital, Washington, D. C., for further examination to determine fitness for duty, as might be fit for limited duty on shore.  
 1919, July 22: Detach *O-3*, and to the naval hospital, Washington, D. C.  
 1919, September 24: Upon discharge from treatment, to home and wait orders.  
 1920, January 19: To naval hospital, New York, N. Y.  
 1920, March 23: To naval hospital, Washington, D. C.  
 1920, May 3: Granted three months' sick leave.  
 1920, October 6: To examination for retirement, Naval Retiring Board, Washington, D. C.

1921, March 26: Found by Naval Retiring Board to be incapacitated in service by reason of myopia, and that incapacity is permanent and was incurred in line of duty as result of incident of service. President directed placement on retired list from March 22, 1921, in rank now temporary that of gunner, in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Longevity, 12 years plus three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

ORRIN ROGERS.

Born in Madrone, Wash., December 30, 1891.

1917, September 24: Appointed gunner (T.) (electrical), United States Navy. Previous occupation, enlisted man in Regular Navy. Continued in U. S. S. *Kansas*.

1918, January 16: Detach *Kansas* and to duty on receiving ship, Navy Yard, Philadelphia, Pa.

1918, February 14: Detach and to navy yard, Philadelphia, Pa.

1918, March 8: Detach and to duty fitting out *Eider*; on board vessel. In commission January 25, 1919.

1919, December 3: Admitted naval hospital, Charleston, S. C.

1919, December 6: Detach *Eider* and continue treatment, naval hospital, S. C.

1920, January 23: Upon discharge from treatment to submarine division, assigned *N-3*.

1920, July 24: Admitted naval hospital, Newport, R. I.

1920, October 23: Detach *N-3*, and granted three months' sick leave, expiration, to same hospital for examination to determine fitness for duty.

1921, March 2: To examination for retirement.

1921, July 23: Found by naval retiring board incapacitated for active service by reason of aplachnaptosis (stomach and intestine), and that incapacity is permanent and was incurred in line of duty as result of incident of service. President of United States directed placement on retired list with rank now temporarily held, that of gunner, in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920, from July 9, 1921, 10 years plus. Retired three-fourths pay, \$1,500. Active pay and allowances (shore duty), \$2,191.30.

WILLIAM ROSS.

Born in Philadelphia, Pa., January 2, 1893.

1918, June 8: Appointed ensign (T.), United States Navy. Previous occupation, ensign in United States Naval Reserve Force. On duty under command of *Naval Academy*, Annapolis, Md.

1918, June 11: Detach and to the *Georgia*.

1918, September 27: Detach and to duty fitting out the *Walker*, and when commissioned. In commission January 31, 1919.

1918, November 29: Detach and to duty on receiving ship, Philadelphia, Pa.

1919, June 5: Detach and to home, await orders. Admitted naval hospital, League Island, Pa.

1919, July 21: To examination for retirement, fourth naval district, temporary duty on receiving ship, Philadelphia, Pa.

1919, September 11: Found by Naval retiring Board incapacitated for active service by reason of deafness, and that incapacity was incurred in line of duty as result of incident of service. President directed placement on retired list with rank now temporary that of ensign, in conformity with provisions of section 1453, Revised Statutes, and those of May 22, 1917. Transferred to retired list from August 1, 1919. Relieved all active duty, and to home. Longevity, two years plus three-fourths pay, \$1,275. Active pay and allowances (shore duty), \$1,500.

WILLIAM OLIVER SKELTON.

Born in Virden, Ill., December 24, 1888.

1918, February 20: Appointed and acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. On duty at *Moines*.

1918, April 13: Detach and to duty on receiving ship, Norfolk, Va.

1918, April 29: Detach and to duty training station, St. Helena, Va.

1918, November 8: Detach and to the *Alabama*.



- 1919, September 20: Detach and to temporary duty at fleet supply base, South Brooklyn, N. Y.; upon completion to duty receiving ship, New York, N. Y.
- 1921, October 15: Detach and to duty receiving ship, Mare Island, Calif.
- 1919, October 22: Detach and to naval station, Pearl Harbor, for duty on the *Monterey*.
- 1920, August 12: Detach and to naval hospital, Mare Island, Calif., for treatment. Transferred to naval hospital, Fort Lyon, Colo.
- 1921, May 10: To Naval Retiring Board for examination for retirement.
- 1921, July 20: Found by Naval Retiring Board incapacitated for naval service totally, and for civilian occupation 100 per cent, by reason of tuberculosis (chronic pulmonary), and that incapacity is result of incident of service and is permanent. President of United States directed retirement and placement on retired list with rank now temporarily held, that of acting pay clerk, in conformity with section 1453, Revised Statutes, and act June 4, 1920, from July 12, 1921. Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

#### HARRISON ELMER SMALL.

- Born in Nashua, N. H., September 2, 1895.
- 1918, September 18: Appointed ensign (T.), United States Navy. Previous occupation, ensign, United States Naval Reserve Force. Detach duty under instruction, Naval Academy, and to the *St. Louis*.
- 1919, January 22: Detach and to treatment naval hospital, New York, N. Y.
- 1919, July 21: To examination for retirement. To naval hospital, Fort Lyon, Colo.
- 1919, September 12: Found by Naval Retiring Board incapacitated for service by reason of tuberculosis (chronic pulmonary), and that incapacity is permanent and was incurred in line of duty as result of incident of service. President of United States directed placement on retired list with rank now temporarily held, that of ensign, in conformity with provisions of section 1453, Revised Statutes. Transferred to retired list with rank of ensign from August 29, 1919. Longevity, two years plus. Retired three-fourths pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

#### EARL LEVI THAYER.

- Born in Luther, Mich., October 25, 1883.
- 1918, March 20: Appointed acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. On duty U. S. S. *Oregon*.
- 1918, November 13: Detach and to the *Forward*.
- 1919, March 8: Detach and to naval training camp, San Diego, Calif.
- 1919, April 26: To examination for retirement.
- 1919, May 20: Detach and naval air station, San Diego, Calif.
- 1919, June 30: Found by Naval Retiring Board incapacitated for active service by reason of diabetes mellitus, and that incapacity is permanent and was incurred in line of duty. Secretary of Navy directed that no action be taken, and further directed granting three months' sick leave, at expiration to be reexamined.
- 1919, July: Detach naval air station, San Diego, Calif., and to sick leave.
- 1919, September 15: Admitted naval hospital, San Diego, Calif.
- 1920, June 9: To reexamination for retirement.
- 1920, August 17: Found by Naval Retiring Board to be at present incapacitated for active service by reason of diabetes mellitus, and worries from knowledge of existence of this condition. Recommended to be granted three months sick, at the expiration of which to be again examined.
- 1921, January 28: To reexamination for retirement.
- 1921, April 6: Found by Naval Retiring Board to be incapacitated for service by reason of diabetes mellitus, incapacity permanent, and was incurred in line of duty as result of incident of service. President of United States directed placement on retired list with rank now temporarily held, that of acting pay clerk, in conformity with section 1453 and act of June 4, 1920, from April 1, 1921. Longevity, 12 years plus. Retired three-fourths pay, \$1,687.50. Active pay and allowances (shore duty), \$2,441.30.

## JOHN D. THOMPSON.

Born in Blackhall, Conn., July 17, 1885.

1917, September 24: Appointed gunner (T.) (electrical), United States Navy. Continue duty on U. S. S. *Paducah*. Previous occupation, enlisted man in Regular Navy.

1918, February 20: Detach and to the United States naval base, Gibraltar. 1918, March 14: Detach and to the United States, upon arrival to the United States, Brooklyn, N. Y.

1918, April 30: To naval hospital, Fort Lyon, Colo.

1919, May 3: To examination for retirement; upon completion, continued in service.

1919, August 7: Found by naval retiring board to be incapacitated for service by reason of tuberculosis, chronic pulmonary, and that the disability is permanent and was incurred in the line of duty as result of service. President of United States approved and directed placement on retired list with rank now temporarily held, that of gunner, first class, with section 1453, Revised Statutes, and act of May 22, 1917. Transferred to retired list from July 25, 1919. Longevity three years, plus three-fourths pay, \$1,218.75. Active pay and allowances (shore duty), \$2,141.30.

## ROBERT OWEN WILLIAMS.

Born in Granville, N. Y., September 8, 1892.

1918, December 20: Appointed acting pay clerk (T.), United States Navy. Previous occupation, enlisted man in Regular Navy. On duty U. S. S. *Albatross*.

1919, January 11: Detach and to duty *Buffalo*.

1919, March 25: Detach and to treatment naval hospital, Fort Lyon, Colo.

1919, June 14: To examination for retirement; upon completion, continued in service.

1920, October 18: Found by naval retiring board incapacitated for service by reason of tuberculosis, chronic pulmonary, and that the disability is permanent and was incurred in line of duty as result of incident in service. President of United States approved, and directed placement on retired list with rank now temporarily held, that of acting pay clerk, first class, with provisions of section 1453, Revised Statutes, and those of act of May 22, 1917. Transferred to retired list from September 21, 1920. Longevity three years plus. Retired three-fourths pay, \$1,218.75. Active pay and allowances (shore duty), \$1,691.30.

## RAYMOND VICTOR WIMAN.

Born in Yale, Ill., July 30, 1893.

1919, April 22: Appointed an ensign (T.), United States Navy. Previous occupation, ensign, United States Naval Reserve Force.

1919, May 8: To naval training station, Great Lakes, Ill., for duty.

1919, June 10: Detach and to the *Cap Finisterre*.

1919, November 26: Detach and to receiving ship, New York, N. Y.

1919, December 9: Detach and to the *Gregory*.

1920, April 14: Admitted naval hospital, New York, N. Y.

1920, May 14: Detach *Gregory*, and granted two months' sick leave. Upon completion of examination, retirement continued.

1920, September 7: Admitted naval hospital, Fort Lyon, Colo.

1921, April 13: To examination for retirement.

1921, July 26: Found by naval retiring board incapacitated for service by reason of tuberculosis, chronic pulmonary, and that the disability is permanent and is the result of an incident of service. President of United States approved and directed placement on retired list with rank now temporarily held, that of ensign, in conformity with section 1453, and act of May 22, 1917. Transferred to retired list from July 9, 1921. Longevity, two years plus. Retired three-fourths pay, \$1,275. Active pay and allowances (shore duty), \$2,141.30.

## CLARENCE ELVIA YOCUM.

Born in Bellaire, Ohio, September 8, 1891.

1918, August 20: Appointed gunner (T.) (radio), United States Navy. Previous occupation, enlisted man in Regular Navy. On duty U. S. S. *Tutuila*, Samoa.

November 6: Detach and to duty twelfth naval district.  
 May 22: Detach and to naval hospital, Fort Lyon, Colo.  
 September 10: Granted two months' sick leave; upon completion, continue treatment.  
 July 22: To examination for retirement.  
 November 1: Found by naval retiring board incapacitated for active service by reason of tuberculosis, chronic pulmonary, that incapacity being permanent and result of incident of service, totally incapacitated for both naval and civilian occupation. President of United States approved and directed placement on retired list with rank now temporarily held, that of lieutenant, in conformity with provisions of section 1453, Revised Statutes, and act of June 4, 1920. Transferred to retired list from October 22, 1920. Longevity, 2 years plus. Retired three-fourths pay, \$1,125. Active pay and allowances (shore duty), \$1,566.30.

## ALLAN DORCY TURNER.

Born in Milwaukee, Wis., September 21, 1894.  
 September 24: Appointed an active pay clerk (T.), United States Navy. Previous occupation, enlisted man Regular Navy. On duty U. S. S. *Albatross*.  
 September 1: Appointed an assistant paymaster (T.), United States Navy. (Ins. gn.)  
 May 14: Detach and to duty, fleet supply base, South Brooklyn, N. Y.  
 October 11: Attained the rank of lieutenant (junior grade) (T.), United States Navy.  
 January 3: Detach and granted two months' sick leave. Upon expiration to naval hospital, New York, N. Y.  
 February 27: Unexpired portion of sick leave revoked; to naval hospital New York, N. Y.  
 March 22: Transferred treatment to naval hospital, Fort Lyon, Colo.  
 March 1: To examination for retirement, naval retiring board, Navy Department; upon completion continue treatment.  
 June 16: Found by naval retiring board incapacitated for active service by reason of arrested tuberculosis and tachycardia; that incapacity is permanent and was incurred in line of duty as result of incident of service. President approves proceedings and directed retirement with rank now temporarily held, that of lieutenant (junior grade) (S. C.), United States Navy, from April 23, 1921, in conformity with provisions of section 1453, revised statutes, and those of act of June 4, 1920. Lieutenant (junior grade) after five years. Retired pay, \$1,650. Active-duty pay, \$2,823.80.

## HENRY LATHROP DYER.

Born in Somerville, Mass., March 11, 1896.  
 June 15: Appointed an assistant surgeon (T.) with rank of lieutenant (junior grade), United States Navy. Previous occupation, assistant surgeon, Naval Reserve Force. On duty U. S. S. *Pittsburgh*.  
 August 25: Attained the rank of lieutenant (T.), United States Navy.  
 December 6: Detached and to United States for treatment at naval hospital, New York, N. Y.  
 February 4: Admitted naval hospital, Fort Lyon, Colo.  
 August 26: Granted three months' sick leave.  
 November 25: Temporarily appointed (ad interim) a passed assistant surgeon with rank of lieutenant from August 1, 1920.  
 December 2: Admitted naval hospital, navy yard, Portsmouth, N. H.  
 January 4: To naval hospital, Fort Lyon, Colo.  
 February 25: To Navy retiring board, Fort Lyon, Colo., for examination for retirement.  
 May 13: Found by naval retiring board incapacitated for active service by reason of tuberculosis, chronic pulmonary; incapacity result of incident of service, and permanent. President United States directed retirement with rank now temporarily held, that of lieutenant (M. C.) in conformity with section 1453, Revised Statutes, and act of June 4, 1920, from May 6, 1921. Lieutenant (M. C.) after three years. Retired pay, \$1,800. Active-duty pay, \$3,200.50.

The following is a list of officers of the Naval Reserve Force who were placed on the retired list:

SCHUYLER ASHLEY.

Born in Kansas City, Mo., June 2, 1897.

- 1917, March 10: Enrolled in Naval Reserve Force. Previous occupation, pilot on coastwise shipping.
- 1918, February 11: Executed oath of office as ensign, United States Naval Reserve Force.
- 1918, February 19: On duty cadet school, Harvard University, Cambridge, Mass.
- 1918, January 28: To duty on U. S. S. *Oklahoma*, upon execution of orders. Reported February 23, 1918. Authority to delay seven days.
- 1918, May 20: Detached *Oklahoma* on June 1, 1918, to temporary duty at the Naval Air Station, Langley, D. C., then to receiving barracks, Liverpool, England, perment to Battleship Force 2, Division 9. Authority to delay ten days.
- 1918, July 19: Assigned to *Wyoming*.
- 1918, October 9: Admitted treatment United States Navy Base Hospital, Leith, England.
- 1918, November 28: Detached *Wyoming* to United States, via Liverpool, arrival to naval hospital nearest port of arrival for treatment.
- 1918, December 31: Admitted treatment naval hospital, New York City, discharged January 23, 1919.
- 1919, January 23: Transferred to naval hospital, Fort Lyon, Colo., January 27, 1919.
- 1919, July 26: To Naval Retiring Board, Fort Lyon, Colo., for examination for retirement. Upon completion continue treatment at naval hospital, Fort Lyon, Colo.
- 1919, October 7: Found by Naval Retiring Board incapacitated for active duty by reason of tuberculosis, chronic pulmonary, and that incapacitated and was incurred in line of duty as result of an incident on active service subsequent to appointment as an ensign in the United States Naval Reserve Force. The President of the United States on September 29 approved the proceedings and findings of the Naval Retiring Board, and directed that the officer be placed on the retired list, in conformity with the provisions of section 1453 of the Revised Statutes and those of the Act of July 1, 1918. Transferred to the retired list of the United States Naval Reserve Force September 29, 1919.
- 1919, October 10: Detached naval hospital, Fort Lyon, Colo., and returned to active duty as ensign. Retired pay as ensign, \$1,275 per annum.

FRANK PERRY BETTS.

Born in Millville, Del., March 24, 1875.

- 1917, April 6: Enrolled in United States Naval Reserve Force, class 4. Previous occupation, pilot on coastwise shipping.
- 1917, April 18: To commandant second naval district for duty, April 27.
- 1917, April 27: Reported to the commander naval forces for duty.
- 1917, May 2: Detach to inspector of ordnance in charge, naval torpedero, Newport, R. I.
- 1917, August 13: Detach to commander second district naval forces, material office as complement reserve.
- 1917, August 23: Detach to the commander second district mine force as commanding officer of *Ardent S. P. 860*.
- 1917, December 11: Detach and to duty in command of *Pocomoke S. P. 930*.
- 1918, May 3: Detach and report to commander mine force second district for duty in command of *Macomber S. P. 940*.
- 1918, July 9: Detach to supervisor Naval Auxiliary Reserve, New York, for duty.
- 1918, July 23: Detach to Montreal, Canada, for duty in connection with *Draga* and on board as executive officer.
- 1918, October 19: Detach to duty as commanding officer on *Lake Torpedo S. P. 950*.
- 1918, December 11: Ex. O. & A. as lieutenant commander United States Naval Reserve Force 3.
- 1918, December 18: Detach; report to commanding officer headquarters, Wales, and further report to Medical Department for treatment.

December 23: Detach; proceed to United States via Southampton, Eng-  
land. Upon arrival report to commandant third naval district, New York,  
N. Y., for transfer to naval hospital, New York, N. Y.

January 27: Admitted treatment naval hospital, New York, N. Y. Dis-  
charged April 14.

April 14: Upon discharge from naval hospital, New York, N. Y., report  
supervisor Naval Auxiliary Reserve, New York, N. Y., for assignment.

June 2: Detach to naval hospital, New York, N. Y., for treatment.

June 3: Admitted treatment naval hospital, New York, N. Y. Discharged  
June 18.

June 11: Transferred to naval hospital, Philadelphia, Pa. Admitted  
June 28.

July 25: To commandant fourth naval district, Philadelphia, Pa., and,  
on directed, to Navy Retiring Board for examination for retirement.  
On completion, continue treatment at naval hospital, Philadelphia, Pa.

October 6: Found by Naval Retiring Board incapacitated for active  
service by reason of an impacted fracture of the neck of right femur, con-  
sented in the line of duty and was incurred subsequent to enrollment but  
prior to promotion to present grade. September 29 the President of United  
States approved proceedings and findings of the Naval Retiring Board and  
directed retirement from active service and placement on the retired list  
in conformity with the provisions of section 1453 of the Revised Statutes  
of those of the act of July 1, 1918. Accordingly transferred to the retired  
list of the United States Naval Reserve Force September 29, 1919.

October 10: Detached naval hospital, Philadelphia, Pa., and relieved from  
active duty. Rank held when last relieved from active duty, lieutenant com-  
mander. Retired pay as lieutenant commander, \$2,250 per annum.

#### MATELLO BRATLAND.

born in Bergen, Norway, March 26, 1872.

April 24: Enrolled in the United States Naval Reserve Force as machinist,  
Class 1. Previous occupation, 20 years' continuous service in the United States  
Navy. Enrolled in the Naval Reserve Force as chief water tender December  
1916. To duty on board the *De Long*.

March 3: Detached; to commanding officer *Huron* for duty.

May 8: Admitted treatment, United States naval hospital, New York,  
N. Y. Discharged June 10.

May 31: Transferred from naval hospital, Brooklyn, N. Y., to the naval  
hospital, Norfolk, Va.

June 21: Detached *Huron* and continue treatment, naval hospital, Nor-  
folk, Va.

August 12: To commandant fifth naval district for examination for re-  
tirement. Upon completion of this examination continue treatment at naval  
hospital, Norfolk, Va.

June 7: Transferred to the retired list in the United States Naval Reserve  
Force from the 17th day of December, 1919. The Naval Retiring Board  
finding found him incapacitated for active service by reason of diabetes  
mellitus; incapacity the result of an incident of the service.

September 23: Having been placed on the retired list of United States  
Naval Reserve Force upon discharge from treatment, naval hospital, Nor-  
folk, Va., to home. Relieved from active duty upon arrival.

October 1: Admitted naval hospital, Norfolk, Va., from naval hospital,  
New York, June 11, 1919; discharged to home and relieved from all active  
duty October 1, 1920. Rank held when last relieved from active duty, mach-  
inist. Retired pay as machinist after 12 years, \$1,687.50 per annum.

#### ARNOLD EDWARD HUGH BRINKMEIER.

born in Augusta, Mo., December 27, 1887.

December 12: Enrolled in United States Naval Reserve Force as lieuten-  
ant (junior grade), Class 4. Previous occupation, no record.

December 17: Report to director of gunnery exercises and engineering  
performances, Navy Department, Washington, D. C., for duty under instruc-  
tions.

January 11: Detached; report to superintendent of the Naval Academy,  
Annapolis, Md., for duty under instructions.

February 1: Detached; to engineering duty *Maine*.

April 7: Admitted naval hospital, Philadelphia, Pa.

- 1919, May 2: Detached *Maine*, continue treatment naval hospital, Pa.
- 1919, August 5: Transferred from United States naval hospital, Pa., to United States naval hospital, Fort Lyon, Colo. Admitted.
- 1920, July 21: Report to the president, Naval Retiring Board, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 15, Revised Statutes.
- 1920, October 16: Found by Naval Retiring Board, incapacitated for service by reason of tuberculosis, chronic pulmonary, and that incapacitated by an incident of the service as lieutenant (junior grade) in the United States Naval Reserve Force and found totally incapacitated for naval service and incapacitated for civilian occupation. September 25, 1920, the President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and act of June 4, 1920. Transferred to the retired list of the Naval Reserve Force on September 25, 1920.
- 1920, October 20: Having been placed on retired list of officers of the United States Naval Reserve Force, upon discharge from treatment at Fort Lyon, Colo., to home, and relieved of all active duty.
- 1920, November 4: Admitted naval hospital, Fort Lyon, Colo., from United States Naval Reserve Force, Philadelphia, Pa., August 10, 1919. Discharged, to retire on retired list, November 4, 1920. Rank last held when relieved from active duty, lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

WILLIAM THOMAS BROWN.

Born in Baltimore, Md., February 17, 1875.

- 1918, November 5: Enrolled in the Naval Reserve Force in provision of act of June 4, 1920, as naval constructor, lieutenant commander, class 4. To command ship, Philadelphia, Pa., for assignment. Previous occupation, ship fitter.
- 1918, December 20: Admitted treatment, naval hospital, Philadelphia, Pa.
- 1919, June 2: Upon discharge from naval hospital, Philadelphia, Pa., granted sick leave for 60 days.
- 1919, August 4: Admitted treatment naval hospital, Philadelphia, Pa.
- 1919, September 24: To commandant fourth naval district and to president of Navy Retiring Board, fourth naval district, for examination for retirement.
- 1920, June 19: Continue treatment naval hospital, League Island, Pa., pending action of Naval Retiring Board.
- 1920, September 4: To the Naval Retiring Board, Washington, D. C., for examination for retirement in conformity with title 15, chapter 15, Revised Statutes. Upon completion, continue under treatment, naval hospital, Philadelphia, Pa.
- 1920, October 16: Found by Naval Retiring Board incapacitated for service by reason of loss of function of left knee by which knee rendered liable to partial lateral dislocation; that incapacity is permanent, incurred in line of duty as result of incident of service; that disability is 100 per cent for naval service and 40 per cent for civil occupation. President of United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and act of June 4, 1920. Accordingly transferred to retired list of the Naval Reserve Force from October 1, 1920, in accordance with provisions of act above referred to.
- 1920, October 18: Having been placed on retired list of officers of the United States Naval Reserve Force, upon discharge from treatment, naval hospital, Philadelphia, Pa., to home and relieved from all active duty. Discharged November 12. Reported home November 12. Rank last held when last relieved from active duty, lieutenant commander. Retired pay as lieutenant commander, \$2,250 per annum.

WILLIAM EARL BURGESS.

Born in Wayne, W. Va., February 3, 1894.

- 1917, May 8: Enrolled in Naval Reserve Force. Previous occupation, ship fitter.
- 1918, August 1: Given provisional rank of ensign. Executed oath of office as ensign, duty naval air station, Pensacola, Fla.

August 7: Detached naval air station, Pensacola, Fla., to duty Naval Reserve Flying Corps, Washington, D. C. Order dated July 31, 1918, appointed a naval aviator for duty involving actual flying in aircraft, including dirigibles, balloons, and airplanes.

August 9: Detached (Naval Reserve Flying Corps, Washington, D. C.) to duty commander United States naval forces, Paris, France. Authority to duty 10 days.

September 29: Assigned to northern bombing group.

October 1: Detached (headquarters northern bombing groups) to duty United States naval forces, Brest, France.

October 7: Proceed to Moutchi-Lacanou (Gironde), United States naval air station, for duty.

November 19: Detached (United States naval air station, Moutchi-Lacanou (Gironde)) to United States via Pauillac. Upon arrival in United States report to commandant third naval district, New York, for duty.

December 16: Further report to commanding officer naval air station, Long Beach, Cal., for temporary duty. Leave until December 31, 1918.

December 20: To duty naval air station, Miami, Fla.

April 19: Detached (seventh naval district) to naval hospital, Washington, D. C., for medical treatment.

April 22: Admitted treatment United States naval hospital, Washington, D. C.

November 12: Honorably discharged from active service.

September 17: To Navy recruiting station, Union Arcade Building, Pittsburgh, Pa., for physical examination by board of medical survey to determine condition and recommendation as to disposition.

February 26: Authority to report at 9 a. m. March 16, 1921, to Naval Retiring Board, Navy Building, Washington, D. C., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.

May 13: Found incapacitated for active service by Naval Retiring Board. Incapacity was incurred in line of duty as result of an incident of the service. The President of the United States approved proceedings and findings of Naval Retiring Board and directed he retired from active service. Transferred to retired list of United States Naval Reserve Force from May 6, 1921, as ensign. Retired pay as ensign, \$1,275 per annum.

## CLARENCE CAPPEL.

Born in Brooklyn, N. Y., February 11, 1887.

September 13: Enrolled in Naval Reserve Force as provisional ensign, class 4, for duty in class 1. Previous occupation, midshipman from 1904 to 1908.

September 21: To duty on board the *President Grant*.

November 1: Transferred to the Fleet Naval Reserve, class 1.

December 22: Detach to commandant third naval district for duty.

December 26: Detach to duty on board the *Olympia*.

April 4: Admitted United States naval hospital, Norfolk, Va., for treatment. Discharged April 16.

April 16: Transferred to naval hospital, Fort Lyon, Colo.

April 19: Detached; continue treatment naval hospital, Norfolk, Va.

May 14: Admitted United States naval hospital, Fort Lyon, Colo., for treatment.

August 1: To the Navy Retiring Board for examination for retirement, naval hospital, Fort Lyon, Colo. Upon completion of examination continue treatment, naval hospital, Fort Lyon, Colo.

October 6: Found by Naval Retiring Board incapacitated for active service on account of tuberculosis, chronic pulmonary; the incapacity is permanent, and was incurred in line of duty as the result of an incident of the service. Subsequent to appointment as ensign. September 29 the President of the United States approved proceedings and findings of Naval Retiring Board, directed retirement from active service, and placement on the retired list in conformity with provisions of section 1473 of the Revised Statutes and those of the act of July 1, 1918.

September 29: Transferred to retired list of United States Naval Reserve Force. Rank held when last relieved from active duty, ensign. Retired pay as ensign after five years, \$1,402.50 per annum.

## ROBERT CALDER CANTWELL, JR.

- Born in Conway, S. C., April 4, 1896.
- 1917, March 26: Enrolled in Naval Reserve Force. Previous occupation, dealer.
- 1918, January 29: Given provisional rank of ensign.
- 1918, February 11: Executed oath of office. On duty naval air station, Fla. Appointed a naval aviator for duty involving actual flight, including dirigibles, balloons, and airplanes, in accordance with approved March 3, 1915, and August 29, 1916.
- 1918, November 27: Given the provisional rank of lieutenant (junior grade).
- 1918, December 5: Executed oath of office.
- 1918, December 16: Admitted treatment naval hospital, Pensacola, Fla.
- 1919, August 27: To Navy Retiring Board, Pensacola, Fla., for examination. Upon completion continue treatment at naval hospital, Pensacola, Fla.
- 1919, December 8: Detach treatment naval hospital, Pensacola, Fla. home and await orders.
- 1919, December 30: Found by Naval Retiring Board incapacitated for service by reason of ununited fracture of the bones of the left femur. Incapacity is permanent and the result of an incident of the service.
- 1918 the President of the United States approved proceedings and findings of Naval Retiring Board, and directed retirement from active service and placement on the retired list in conformity with the provisions of section 1453 of Revised Statutes and those of the act of July 1, 1918. Transferred to retired list of United States Naval Reserve Force from December 31, 1919.
- 1920, January 4: Relieved from active duty as lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

## WILLIAM SEARLES CARY, JR.

- Born in New York, N. Y., November 13, 1899.
- 1917, April 9: Enrolled in Naval Reserve Force. Previous occupation, classman, New York S. N. S.
- 1918, May 15: Given provisional rank of ensign. Executed oath of office. On duty second naval district. Detached (present duties, second naval district) commander Newport section 2, for duty. Assigned to submarine No. 85 for duty.
- 1918, August 7: Detached (submarine patrol No. 85) to command submarine section, second naval district, for duty as executive officer submarine No. 565.
- 1918, November 11: Admitted naval hospital, Newport, R. I.
- 1919, March 24: Leave, three months; upon expiration sick leave to duty station, Newport, for physical examination.
- 1919, September 27: Admitted naval hospital, Washington, D. C.
- 1919, December 31: Total service to date.
- 1920, April 24: Sick leave, two months.
- 1921, March 31: Found by Naval Retiring Board, before which appeared, incapacitated for active service by reason of atrophy of muscles of thighs, with partial loss of function of both legs; that incapacity permanent and was incurred in line of duty as result of incident of service. Incapacity is 100 per cent for naval service and 70 per cent for civil service and was incurred subsequent to appointment as ensign, United States Naval Reserve Force. March 22, 1921, President of United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list, in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Transferred to retired list of United States Naval Reserve Force from March 22, 1921, upon provisions of law above referred to.
- 1921, March 28: Having been placed on retired list of officers of United States Naval Reserve Force, upon discharge treatment naval hospital, Washington, D. C., to home, relieved from active duty on arrival. Relieved from duty as ensign. Retired pay as ensign at \$1,275 per annum.



## CLAUDE CHANDLER.

n in Miami County, Kans., February 7, 1896.

January 21: Enrolled in United States Naval Reserve Force as ensign, classes 4-3. Previous occupation enlisted man, United States Navy.

January 29: To duty supervisor Naval Auxiliary Reserve, New York, N. Y. for assignment.

February 18: Temporary duty in connection with course of instruction in submarine warfare, submarine base, New London, Conn., and return.

March 4: Detach to duty on board *Hatteras*. Transferred to class 3.

August 8: Promoted to lieutenant (junior grade), class 3.

January 14: Detach to district supervisor, N. O. T. S., Baltimore, Md., further transfer to United States naval hospital, Annapolis, Md., for treatment.

February 8: Transferred to United States naval hospital, Fort Lyon, Colo.

March 17: Granted sick leave (6 months). Upon discharge from hospital Fort Lyon, upon expiration of leave, return to naval hospital for examination.

November 18: Detach; honorably discharged from active duty.

July 2: Authorized to report to president Naval Retiring Board for examination for retirement naval hospital, Fort Lyon, Colo.

July 12: Admitted treatment naval hospital, Fort Lyon, Colo., to civil

September 22: Found by Naval Retiring Board, before which appeared July, 1920, incapacitated for active service by reason of asthma and weakness and that incapacity is result of an incident of service, and was incurred subsequent to assumption of rank of lieutenant (junior grade). Board further reported partially incapacitated for civilian occupation to extent of 50 per cent. Transferred to retired list of United States Naval Reserve Force grade of lieutenant (junior grade) from August 20, 1920. Rank held when relieved from active duty, lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

## SOLOMON J. CHAPMAN.

n in Brownsville, Tenn., May 13, 1893.

December 12: Enrolled in the provisional grade of assistant surgeon, with rank of lieutenant (junior grade), in the Naval Coast Defense Reserve, class 7, for general service, to serve for a period of four years, from December 5, 1907. Accepted and executed oath of office.

March 4: To duty naval hospital, Fort Lyon, Colo.

July 30: Volunteered for general service.

August 6: Member general court-martial to convene at United States naval hospital, Fort Lyon, Colo., August 14, 1918.

December 31: Total service to date.

July 16: Admitted United States naval hospital, Fort Lyon, Colo., for treatment.

October 13: Relieved from all active duty.

December 14: Total service to date.

July 13: Authorized to report to Fort Lyon, Colo., naval hospital for medical examination by board of medical survey to determine condition and recommend disposition.

November 15: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; that incapacity is permanent and was incurred in line of duty as result of incident of service; that partially incapacitated for naval service and 50 per cent for civilian occupation. November 2, 1920, President of United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force, from November 2, 1920, in accordance with provisions of law above referred to.

November 16: Having been placed on retired list United States Naval Reserve Force upon discharge from treatment, naval hospital, Fort Lyon, Colo., home and relieved from all active duty. Retired pay as lieutenant (junior grade), \$1,500 per annum.

THOMAS EDGAR CHILD.

Born in Hartford, Conn., October 3, 1895.

- 1917, December 1: Enrolled in United States Naval Reserve Force, occupation, instructor aeroplane construction.
- 1918, August 22: Given provisional rank of ensign. Executed To duty first naval district, Boston, Mass., for assignment. Detached to naval air detachment, Cambridge, Mass.
- 1918, December 24: Detached naval aviation detachment, Cambridge, Mass., to naval air station, Key West, Fla., for elementary flight instruction. Upon completion of elementary instruction, to Pensacola, Fla., for advanced instruction.
- 1919, January 6: Orders of December 24, 1918, hereby revoked. Detached from aviation detachment, Cambridge, Mass., to naval aviation detachment, Key West, Fla., for instruction in free balloons and kite balloons.
- 1919, January 12: Appointed a student naval aviator for duty in flying in aircraft, including dirigibles, balloons, and airplanes, with acts approved March 3, 1915, and August 29, 1916.
- 1919, February 3: Detach naval aviation detachment, Akron, Ohio, to Key West, Fla., for training in dirigibles.
- 1919, February 25: Admitted treatment naval hospital, Key West, Fla.
- 1919, April 18: Detach duty seventh naval district to naval hospital, Washington, D. C., for treatment.
- 1919, April 22: Admitted treatment naval hospital, Washington, D. C.
- 1919, May 28: Sick leave, 90 days.
- 1919, September 16: to Navy Retiring Board, Washington, D. C., for consideration for retirement. Upon completion continue treatment at naval hospital, Washington, D. C.
- 1919, November 21: Upon discharge from naval hospital, Washington, D. C., home and await orders.
- 1919, December 30: Found by Naval Retiring Board incapacitated for active service by reason of nervous instability which resulted from pneumonia complicated by a psychosis; the incapacity is permanent result of an incident of the service. December 18 the President of the United States approved proceedings and findings of the Naval Retiring Board directed the retirement from active service and placement on the retired list in conformity with the provisions of section 1453 of the Revised Statutes and those of the act of July 1, 1918. Transferred to the retired list of the United States Naval Reserve Force December 8, 1919, as ensign.
- 1920, January 4: Relieved from active duty. Retired pay as ensign, \$1,200 per annum.

GORDON HANDY CLAUDE.

Born in Annapolis, Md., October 27, 1854.

- 1919, May 19: Enrolled in United States Naval Reserve Force (M. C. D. S.) class 2, to rank from October 10, 1918. Previously Lieutenant (junior grade) (M. C. D. S.) Regular Navy.
- 1920, June 8: Detached Naval Academy, Annapolis, Md., and charged from active service.
- 1920, June 21: Disenrolled from United States Naval Reserve Force on account of old age, to become effective when orders of June 8 are carried into effect.
- 1920, July 1: Orders of June 8 modified; detachment to become effective on July 31 and carry out remainder of orders.
- 1920, July 31: Orders of June 8 further modified; detachment to become effective on August 15 instead of July 31.
- 1920, August 9: Orders of June 8 further modified; detachment to become effective on November 9 instead of August 15.
- 1920, November 10: Orders of August 9 so far modified; honorably discharged from active service on December 31, 1920.
- 1921, March 9: To appear before a Naval Retiring Board, Navy Department, Washington, D. C., March 25, 1921.
- 1921, June 10: Found by Naval Retiring Board before which retired, incapacitated for active service by reason of hemorrhagic disease of the eye; that incapacity is permanent and was incurred in line of duty as a result of an incident of the service; that disability is 100 per cent for naval service and 75 per cent for civilian occupation, and was

sequent to appointment as lieutenant in United States Naval Reserve Force. June 10, 1921, the President of the United States approved the proceedings and findings of the Naval Retiring Board and directed retirement from active service and placed on the retired list in conformity with provision of section 1453 of the Revised Statutes, and those of the act of June 4, 1920. Accordingly transferred to the retired list of United States Naval Reserve Force from June —, 1921, under provisions of law above referred to. Rank held when last relieved, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

EDWARD LIVINGSTON DAVEZAC.

Born in New Orleans, La., March 29, 1896.

- 1917, February 23: Enrolled United States Naval Reserve Force. Previous occupation, machinist.
- 1917, August 23: Given provisional rank of ensign. Executed oath of office.
- 1918, February 25: To supervisor Naval Auxiliary Reserve, New York, for assignment.
- 1918, March 5: Detach, to duty on *Huron*.
- 1918, August 6: Leave three days, July 29 to 31, inclusive.
- 1918, November 24: Given provisional rank of lieutenant (junior grade). Executed oath of office.
- 1919, March 21: Detach (*Huron*) and to home and relieved from all active duty.
- 1919, April 11: Admitted naval hospital, Charleston, S. C.
- 1919, May 12: Orders of March 21, 1919, canceled.
- 1919, May 20: Transferred to naval hospital, Fort Lyon, Colo. Admitted this date.
- 1919, July 21: When directed report to the president Naval Retiring Board for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1919, October 16: Found by Naval Retiring Board, before which recently appeared, incapacitated for active service by reason of tuberculosis, chronic pulmonary; and that incapacity is permanent and is result of an incident of service subsequent to appointment as lieutenant (junior grade) and found totally incapacitated both for naval service and for civilian occupation. September 29, 1920, the President of the United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of the act of June 4, 1920. Transferred to retired list of the United States Naval Reserve Force from September 29, 1920.
- 1920, October 20: Having been placed on retired list of officers of the United States Naval Reserve Force, upon discharge from treatment at naval hospital, Fort Lyon, Colo., to home, relieved from all active duty as lieutenant (junior grade).
- 1920, November 1: Admitted naval hospital, Fort Lyon, Colo., from retired list. Retired pay as lieutenant (junior grade), \$1,500 per annum.

ARTHUR EDWARD DAVIES.

Born in Indianapolis, Ind., December 7, 1871.

- 1917, May 21: Appointed pay clerk in Fleet Naval Reserve, class 1, United States Naval Reserve Force. Previous occupation, enlisted man in United States Army and United States Navy.
- 1917, June 19: To naval training camp, Charleston, S. C.
- 1918, January 7: Promoted to assistant paymaster, ensign, United States Naval Reserve Force, class 1.
- 1918, April 12: Detach; to Washington, D. C., for temporary duty; when directed, to Brest, France, as assistant to supply officer, via New York, N. Y.
- 1918, August 20: Detach; Brest, France, and to Marseille, France, and report to the naval port officer for duty.
- 1918, August 23: Admitted treatment Navy Base Hospital No. 5, Brest, France.
- 1918, November 16: Ex. O. and A. as assistant paymaster, lieutenant (junior grade), class 1.
- 1919, March 1: Detach naval port office, Marseille, France; report to commander United States Naval Forces, Brest, France, for duty.

- 1919, March 3: Ex. O. and A. as passed assistant paymaster, lieutenant.
- 1919, March 26: Report to medical officer, United States Navy Hospital No. 5, Brest, France, for treatment.
- 1919, April 9: Detach; and to United States via the *Von Steuben*. in United States report to medical officer in command naval hospital, New York, N. Y., for treatment and further orders.
- 1919, May 9: Upon discharge from treatment naval hospital, New York, to medical officer in command naval hospital, Las Animas, Colorado. Admitted May 16, 1919.
- 1919, October 23: Report to commanding officer naval hospital, Fort Lyon, and when directed to the president of the Navy Retiring Board for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1919, December 26: Upon discharge, treatment naval hospital, Fort Lyon, granted one month's leave of absence.
- 1920, February 19: Admitted treatment naval hospital, Fort Lyon, one month's leave.
- 1920, July 6: When directed by the medical officer in command naval hospital, Fort Lyon, Colo., report to the president of a Naval Retiring Board for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1920, October 16: Found by Naval Retiring Board, before which appeared, incapacitated for active service by reason of tuberculosis of the lungs, and that incapacity is permanent and was incurred in the service as result of an incident of the service and found totally incapacitated for naval service and 50 per cent incapacitated for civilian occupation.
- 2, 1920, the President of the United States approved proceedings of the retiring board and directed retirement from active service on the retired list in conformity with the provisions of the Revised Statutes and those of the act of June 4, 1920. The retired list of the Naval Reserve Force from October 2, 1920.
- 1920, October 20: Having been placed on retired list of the Naval Reserve Force upon discharge from treatment at naval hospital, Fort Lyon, home and relieved from all active duty.
- 1920, November 3: Discharged naval hospital, Fort Lyon, Colo.
- November 5. Rank held when last relieved from active duty, lieutenant (junior grade). Retired pay as lieutenant after five years, \$1,980 per annum.

#### SAMUEL DOLPH.

Born in Urbana, Ohio, February 17, 1887.

- 1917, December 5: Enrolled United States Naval Reserve Force, occupation, mariner.
- 1918, April 27: Given provisional grade of boatswain.
- 1918, May 3: Executed oath of office.
- 1918, May 4: Assignment to duty squadron commander, Squadron 3, *Kajeruna*.
- 1918, July 30: Admitted treatment naval hospital, Norfolk, Va.
- 1918, August 27: Sick leave. Upon expiration of sick leave (30 days) to commandant fifth naval, and await orders.
- 1918, September 24: To assignment to duty, Squadron 3, *Kajeruna*.
- 1918, September 26: Admitted treatment naval hospital, Norfolk, Va.
- 1919, January 29: Detach (*Messick S. P. 322*) to naval officers' training station, Norfolk, Va., for duty.
- 1919, February 26: Detach (duty director of tugs) to administer floating equipment for duty on *H. L. Barnes*.
- 1919, May 23: To naval operating base, Norfolk, Va., for examination.
- 1919, June 30: Admitted naval hospital, Norfolk, Va.
- 1919, December 31: Total service to date.
- 1920, June 23: Detach (*R. L. Barnes*), and on July 8, 1920, to Naval Retiring Board, Navy Department, Washington, D. C., for examination in conformity with title 15, chapter 3, Revised Statutes. Upon return to naval hospital, Norfolk, Va., for further treatment.
- 1920, August 17: Found by Naval Retiring Board, before which appeared, suffering from loss of left foot and portion of left leg, and that at present unfit for duty and that at present unfit for duty and retained at naval hospital, Norfolk, Va., for further treatment pending complete healing of stump. August 7, 1920, President of the United States approved proceedings and findings of Naval Retiring Board. Accordingly, continue treatment at the naval hospital, Norfolk, Va.

- 1921, January 20: To Navy Department, Washington, D. C., January 25, 1921, for examination for retirement in conformity with title 15, chapter 3, Revised Statutes, and upon completion return to naval hospital, Norfolk, Va., and continue under treatment.
- 1921, February 26: Found by Naval Retiring Board incapacitated for active service by reason of amputation of left leg, middle third; incapacity permanent and was incurred in line of duty as result of incident of the service and subsequent to appointment as warrant boatswain, United States Naval Reserve Force, class 4. February 11, 1921, President of United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with section 1473, Revised Statutes, and act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from February 11, 1921.
- 1921, March 2: Upon discharge, treatment naval hospital, Norfolk, Va., to home, relieved from all active duty as boatswain. Retired pay as boatswain after three years, \$1,218.75 per annum.
- HOWARD T. DOWTY.
- Born in New Orleans, La., May 2, 1885.
- 1912, February 15: Enlisted United States Navy.
- 1918, May 21: Discharged to accept appointment as assistant paymaster, Fleet Naval Reserve.
- 1918, May 11: Having enrolled in the United States Naval Reserve Force for a period of four years from May 22, 1918, hereby given the provisional grade of assistant paymaster with rank of ensign in the Fleet Naval Reserve, class 1.
- 1918, May 22: Accepted and executed oath of office. To recruiting office, Nashville, Tenn., for duty.
- 1918, June 30: Total service to date.
- 1918, July 1: Assistant paymaster, lieutenant (junior grade), Naval Reserve Force, class 1.
- 1918, July 15: Detach to duty *Westwood*.
- 1918, October 22: Detached (*Westwood*) and await orders. Admitted treatment naval hospital, Norfolk, Va.; discharged November 3.
- 1918, November 3: Transferred to naval hospital, Fort Lyons, Colo.
- 1918, November 9: Given the provisional grade of assistant paymaster, with rank of lieutenant (junior grade), Fleet Naval Reserve, class 1, United States Naval Reserve Force, to rank from July 1, 1918.
- 1918, November 19: Accepted and executed oath of office.
- 1918, December 31: Total service to date.
- 1919, February 26: Granting six months' sick leave. Upon expiration, of, nearest hospital for examination.
- 1919, November 11: To commandant eighth naval district for temporary duty. Upon completion honorable discharge from active service.
- 1919, November 19: Accepted and executed oath of office.
- 1920, August 13: Hereby authorized to report to the commandant eighth naval district, New Orleans, La., for physical examination before a board of medical survey to determine condition and recommendation as to disposition.
- 1920, September 11: In accordance with findings of medical board report to medical officer in command of naval hospital, Fort Lyon, Colo., for treatment as a supernumerary.
- 1920, November 15: To medical officer charge naval hospital, Fort Lyon, Colo., for physical and professional examination to determine rank best qualified to fill in United States Navy.
- 1921, March 20: Administered treatment naval hospital, Fort Lyon, Colo.
- 1921, April 15: Authorized by board of medical survey to report president Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement.
- 1921, July 15: Found by Naval Retiring Board totally incapacitated for naval service by reason of tuberculosis, chronic pulmonary, and that incapacity is result of an incident of service subsequent to appointment as lieutenant (junior grade). The President of the United States, under date July 9, 1921, approved proceedings and findings of board and directed that you be placed on retired list. Transfer to retired list of officers reserve force from July 9, 1921. Retired pay as lieutenant (junior grade) after 10 years, \$1,800 per annum.

## ARTHUR BYRAM DRAKE.

Born in Newton, N. J., August 12, 1887.

- 1917, April 7: Enrolled in the Naval Reserve Force as provisional ensign, class 1. Previous occupation, no record.
- 1917, July 9: Assigned to duty as section commander, fifth section, seventh naval district, with temporary headquarters at Key West, Fla.
- 1917, July 25: Established headquarters of fifth section, seventh naval district at Dry Tortugas, Fla.
- 1917, November 12: Detached; upon relief, to naval station, Key West, Fla.
- 1918, March 30: Promoted to assistant civil engineer (ensign), United States Naval Reserve Force, 4.
- 1918, November 14: Admitted treatment naval hospital, Fort Lyon, Colo.
- 1919, October 30: Ordered to report to naval hospital, San Diego, Calif., for physical examination.
- 1919, November 4: Transferred to class 2 as of September 1, 1919.
- 1919, November 10: Ex. O. and A. as assistant civil engineer with rank of lieutenant (junior grade), United States Naval Reserve Force, 4.
- 1919, December 1: Admitted treatment naval hospital, San Diego, Calif.
- 1920, June 11: Ordered to naval hospital, San Diego, Calif., for physical examination by board of medical survey to determine fitness and recommend disposition. Admitted naval hospital, San Diego, Calif., from sick leave.
- 1920, July 15: To examination for retirement in conformity with title 15, chapter 3, Revised Statutes, to Mare Island, Calif., August 3, 1920, and return.
- 1920, August 4: Admitted naval hospital, Mare Island, Calif.
- 1920, August 9: Transferred to the naval hospital, San Diego, Calif.; reported August 10.
- 1920, August 18: To examination for retirement by Naval Retiring Board, navy yard, Mare Island, Calif., September 7, 1920, in conformity with title 15, chapter 3, Revised Statutes, and return to treatment, naval hospital, San Diego, Calif.
- 1920, September 7: Admitted treatment naval hospital, Mare Island, Calif., from naval hospital, San Diego, Calif. Discharged to retiring board September 20, 1920.
- 1920, September 21: Admitted treatment naval hospital, San Diego, Calif., from retiring board, Mare Island, Calif. Discharged November 26, 1920.
- 1920, November 13: Found by Naval Retiring Board incapacitated for active service by reason of chronic tuberculosis of both lungs; that incapacity is permanent and was incurred in line of duty as result of incident of service that incapacitated for both naval service and civil occupation. November 5, 1920, President of United States approved proceedings and findings of retiring board and directed retirement and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from November 5, 1920, in accordance with provisions of law above referred to.
- 1920, November 16: Having been placed on retired list of officers, United States Naval Reserve Force, upon discharge from treatment naval hospital, San Diego, Calif., to home and relieved from all active duty. Arrived home November 27. Rank held when last relieved from active duty, lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

## GEORGE FAGAN.

Born in Lexington, Mo., September 11, 1890.

- 1917, April 7: Called into service of United States as an ensign (N. M.). Ordered to naval training station, Great Lakes, Ill. Upon arrival to report to commandant of ninth, tenth, and eleventh naval districts for further orders and such duty as he may assign. Previous occupation, enlisted man United States Navy and Naval Militia.
- 1917, November 15: Commissioned ensign in the National Naval Volunteers.
- 1917, December 12: Detached to U. S. S. *New Jersey*.
- 1918, March 29: Detached to duty on U. S. S. *Kentucky*.
- 1918, July 1: Transferred to United States Naval Reserve Force.
- 1918, November 7: Detached to flagship of Rear Admiral Albert Gleaves, United States Navy, commander cruiser and transport force, for duty under instruction in communication duties.

8, December 30: To temporary duty on board U. S. S. *Leviathan* for duty, consisting of one complete trip.

9, February 13: Detached to commanding officer receiving ship at New York, N. Y., for temporary duty.

9, March 3: Admitted United States naval hospital at New York, N. Y., for treatment. Discharged April 16.

9, June 5: Detached receiving ship, New York, to commandant, New York, N. Y., for duty on board the receiving ship.

9, August 16: To Navy retiring Board for examination for retirement at bird naval district, New York, N. Y.

9, September 30: Report to president Naval Retiring Board, Navy Building, Washington, D. C., on October 13, 1920, for examination for retirement.

9, October 13: Admitted treatment, naval hospital, N. Y., from receiving ship at New York October 9, 1920. Discharged to Naval Retiring Board, Washington, D. C., October 13, 1920.

9, October 18: Admitted treatment, naval hospital, N. Y., from Naval Retiring Board, Washington, D. C., October 17, 1920. Discharged to one month's sick leave. Detached upon discharge from treatment, naval hospital, New York, N. Y. (receiving ship at New York); granted one month's sick leave. Upon expiration of leave to naval hospital, Mare Island, Calif., for treatment. Admitted November 20.

9, November 16: Found by Naval Retiring Board incapacitated for active service by reason of almost complete deafness of both ears; that incapacity permanent and was incurred in line of duty as result of incident of service, and that incapacity is 90 per cent for naval service and 75 per cent for civilian occupation. Accordingly transferred to retired list, United States Naval Reserve Force, from November 6, 1920, in accordance with provisions of section 1453 of Revised Statutes.

9, November 29: Having been placed on retired list, United States Naval Reserve Force, November 6, 1920, to home and relieved from all active duty.

9, December 1: Admitted naval hospital, Mare Island, Calif., from sick leave November 29, 1920, and same day discharged to retired list. Rank held when last relieved from active duty, ensign. Retired pay as ensign after five years, \$1,402.50 per annum.

#### NORMAN HENRY FINDLAY.

Born in Southampton, England, March 30, 1894.

8, February 4: Enrolled in the Naval Reserve Force as provisional ensign, class 4 for 3. Previous occupation, engineer.

8, May 2: Report to supervisor Naval Auxiliary Reserve, New York, N. Y., for duty.

8, May 3: Detached; to commandant third naval district for duty on *Astoria*. Transferred to class 3, United States Naval Reserve Force.

8, September 19: Detached; report to supervisor Naval Auxiliary Reserve, New York, for duty.

8, October 9: Promoted to lieutenant (junior grade), class 3.

8, October 9: Detached; to Naval Officers' Training School, Montreal, Canada, for duty on *Lake Gaspar*.

8, December 18: Detached; report to commanding officer United States naval headquarters, Cardiff, Wales, and further report to medical department for treatment.

8, February 9: Detached; proceed to Brest, France, via Plymouth, England, and report to commanding officer for assignment to nucleus crews of German transports.

8, February 14: Proceed to Pauillac, France, via Paris, and report to the commanding officer of nucleus crew No. 1 for duty.

8, March 29: Proceed with nucleus crew No. 1 to Brest, France, and upon arrival detach and to duty on the *Kaiserin Augusta Victoria*.

8, May 29: Detached; and to naval hospital, New York, for treatment. Upon discharge from hospital report to the supervisor Naval Auxiliary Reserve, New York, for assignment to duty.

8, June 12: Transferred from the naval hospital, New York, N. Y., to the naval hospital, Fort Lyon, Las Animas, Colo.

8, July 22: Report to the president Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.

- 1920, October 18: Found by Naval Retiring Board, before which recently appeared, incapacitated for active service by reason of tuberculosis, chronic pulmonary; and that incapacity is permanent and is an incident of service subsequent to appointment as lieutenant (junior grade) and found totally incapacitated both for naval service and for civilian occupation. September 29, 1920, the President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of the act of June 4, 1920. Transferred to retired list of the Naval Reserve Force from September 29, 1920.
- 1920, October 20: Having been placed on the retired list of the United States Naval Reserve Force upon discharge from treatment naval hospital, Fort Lyon, Colo., to home and relieved from all active duty.
- 1920, November 1: Admitted naval hospital, Fort Lyon, Colo., from retired list. Rank held when last relieved from active duty, lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

FRANK THEODORE FLENNIKEN.

Born at Rockford, Ill., August 4, 1881.

- 1908, June 17: Made warrant machinist, United States Navy. Previous occupation, enlisted man, Regular Navy.
- 1908, July 23: To the *Colorado*.
- 1908, Sept. 9: Detached to the *Charleston*.
- 1909, October 14: Transferred to naval hospital, Canacao, P. I., for treatment.
- 1909, December 11: Detached to naval hospital, Mare Island, Calif., for treatment, by Army transport from Manila, P. I.
- 1910, February 4: Sick leave, three months, when discharged from naval hospital, Mare Island, Calif.
- 1910, March 10: Admitted this date for treatment at the Naval Medical School Hospital, Washington, D. C.
- 1910, April 20: Sick leave granted by bureau's letter of February 4, 1910, extended three months upon discharge from treatment Naval Medical School Hospital, Washington, D. C.
- 1910, April 22: Discharged from treatment, Naval Medical School Hospital, Washington, D. C.
- 1910, July 6: Resignation accepted, to take effect from July 10, 1910. Resigned.
- 1917, April 9: Enrolled in United States Naval Reserve Force as lieutenant, class 4.
- 1917, May 11: To active duty for instruction prior to further assignment in Third naval district, Federal rendezvous, Naval Militia Armory, Brooklyn, N. Y.
- 1917, July 18: Detached present duty and to section base No. 6, Brooklyn, N. Y., for duty.
- 1919, May 17: Additional temporary duty on board the *Adams* and return third naval district.
- 1919, August 13: Transferred from class 4 to class 3 of United States Naval Reserve Force.
- 1919, September 22: Detached to naval hospital, Brooklyn, N. Y., for treatment.
- 1919, October 24: Detached and honorably discharged from active service.
- 1921, February 14: Authorized to report to commandant third naval district for physical examination by a board of medical survey to determine condition and recommendation as to disposition.
- 1921, April 20: To President Naval Retiring Board, Washington, D. C., for examination for retirement.
- 1921, June 6: Naval Retiring Board found him incapacitated for active duty by reason of chronic pulmonary tuberculosis; incapacity permanent and incurred in line of duty as result of a incident of the service; disability is 100 per cent for the naval service and 90 per cent for civil occupation, and was incurred subsequent to appointment as lieutenant, United States Naval Reserve Force.
- 1921, June 10: Transferred to the retired list United States Naval Reserve Force, from May 31, 1921. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant after 10 years, \$2,160 per annum.



## HENRY GREALL GANS.

Born in Portland, Multnomah County, Oreg., November 7, 1896.

- 1918, July 30: Enrolled in United States Naval Reserve Force as provisional ensign, class 4, for three years. To duty Navy recruiting station, Portland, Oreg., thence to San Francisco, Calif., when directed to Naval Auxilliary Reserve, San Francisco, Calif. Reported August 5. Previous occupation, enlisted man, regular Navy.
- 1918, October 22: Detach to duty on *Oskaloosa*.
- 1919, January 9: Detach to treatment, United States naval hospital, Mare Island, Calif.; upon discharge, to supervisor, Naval Auxilliary Reserve, west coast, for duty.
- 1919, January 14: Admitted treatment, naval hospital, Mare Island, Calif.
- 1919, February 8: Transferred to naval hospital, Fort Lyon, Colo. Admitted February 15.
- 1919, September 5: Report on September 22, 1919, to president Naval Retiring Board, Fort Lyon, Colo., for examination and retirement.
- 1920, September 4: Report on September 21, 1920, to the president of Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue treatment, naval hospital, Fort Lyon, Colo.
- 1920, November 9: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; that incapacity is permanent and was incurred in line of duty as result of incident of service; that totally incapacitated for naval service and 50 per cent incapacitated for civilian occupation. November 2, 1920, the President of the United States approved proceedings and findings of the retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453, Revised Statutes, and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from November 2, 1920, in accordance with provisions of law above referred to.
- 1920, November 11: Having been placed on retired list, upon discharge from treatment, naval hospital, Fort Lyon, Colo., to home, relieved of all active duty. Discharged November 21; arrived home November 25. Rank held when last relieved from active duty, ensign. Retired pay as ensign, \$1,275 per annum.

## HOMER E. GEIS.

Born in Frontier County, Neb., January 26, 1890.

- 1918, June 17: Enlisted in Naval Reserve Force. Previous occupation, lawyer.
- 1918, July 18: Assistant paymaster, Naval Reserve Force, class 4, for general service. Citizen of Montana. Having enrolled in the United States Naval Reserve Force for a period of four years from June 17, 1918, hereby given the provisional grade of assistant paymaster with rank of ensign in the Naval Coast Defense Reserve, class 4, for general service.
- 1918, July 19: Accepted and executed oath of office. To temporary duty, Office of Judge Advocate General; detached August 1, 1918, to reserve assistant paymaster school, Naval Academy, Annapolis, Md. Upon completion of course of instruction, detach to receiving ship, New York, N. Y., for temporary duty.
- 1918, September 17: Detach receiving ship, New York, N. Y., and to navy yard, Norfolk, Va.
- 1918, December 31: Total service to date.
- 1919, March 21: Detach navy yard, Norfolk, Va., to naval operating base, Hampton Roads, Va. Further report to officer in charge, Norfolk, Va.
- 1919, June 26: Detach naval operating base, Hampton Roads, Va., and relieved from all active duty.
- 1919, June 30: Orders of June 26, 1919, relieving from active duty hereby revoked. Total service to date. Assistant paymaster. Lieutenant (junior grade) Naval Reserve Force, class 4.
- 1919, July 3: Given the provisional grade of assistant paymaster with the rank of lieutenant (junior grade) in the Naval Coast Defense Reserve, class 4, to rank from June 30, 1919.

- 1919, July 3: Accepted and executed oath of office.  
 1919, December 31: Total service to date.  
 1920, January 13: Admitted United States naval hospital, Norfolk naval hospital, naval operating base.  
 1920, March 11: Discharged naval hospital, Norfolk, to supply operating base, Hampton Roads, Va.  
 1920, March 12: Detach supply station, naval operating base, Hampton Roads, Va., and honorably discharged from active service in the United States Reserve Force.  
 1920, September 2: To board of medical survey, navy yard, Washington; navy recruiting station, Salt Lake City, Utah; naval training station, Fort Lyon, Colo., or naval training station, Great Lakes, Ill., for physical examination to determine condition and recommendation as to disposition.  
 1921, January 21: Authorized to report to Naval Retiring Board, Fort Lyon, Colo., for examination for retirement, date of retirement. Retired pay as lieutenant (junior grade), \$1,500 per annum.

## EDWARD A. GISHURNE.

Born at Providence, R. I., June 14, 1892.

- 1910, August 30: Enlisted in United States Navy. Discharged August 30, 1917.  
 1917, April 5: Gunner (R.), United States Naval Reserve Force, Boston, Mass. Having enrolled in the United States Naval Reserve Force for a period of four years from April 5, 1917, hereby given provisional rank of gunner (radio) in the Naval Coast Defense Reserve Force. Accepted and executed oath of office.  
 1917, April 23: To district communication superintendent for a period of six months, may be assigned.  
 1917, April 24: To United States commercial radio station, and as chief electrician of said station, relieving Chief Electrician W. N. Meserve, United States Navy.  
 1917, October 10: Admitted United States naval hospital, Chelsea, Mass. Navy Yard, Boston. (Amputation stump.) Discharged October 10, 1917.  
 1917, December 31: Total service to date.  
 1918, January 12: Ensign, United States Naval Reserve Force, Boston, Mass. Given provisional rank of ensign in class 4 for general service. Accepted and executed oath of office. To commandant, first naval district, at navy yard, Boston, for such duty as may be assigned.  
 1918, May 15: Admitted United States naval hospital, Chelsea, Mass. first naval district headquarters.  
 1918, May 22: Discharged from naval hospital at Chelsea to first naval district headquarters.  
 1918, September 16: Leave September 16 to 20, inclusive.  
 1918, December 4: Total service to date.  
 1918, December 5: Lieutenant (junior grade), class 4, for general service. Given provisional rank of lieutenant (junior grade) in United States Naval Reserve Force, class 4, for general service, to rank from November 2, 1918. Accepted and executed oath of office.  
 1918, December 31: Total service to date.  
 1919, March 19: Admitted United States naval hospital, Chelsea, Mass. navy yard, Boston, Mass.  
 1919, June 25: Detach (duty first naval district) and relieved duty.  
 1919, July 14: Orders to inactive duty, dated June 25, revoked. Treatment at naval hospital, Chelsea, Mass.  
 1919, December 31: Total service to date.  
 1920, June 18: Proceed to Washington, D. C., and on July 9, 1920, to President Naval Retiring Board in room 3927, Navy Building, for examination for retirement in conformity with title 25, chapter 3, Revised Statutes.  
 1920, August 17: Findings of Naval Retiring Board are: Incapacity for active service by reason of loss of left leg to middle third of thigh, incurred prior to enrollment as ensign in United States Naval Reserve Force, class 4; that incapacity is permanent and was incurred in the result of an incident of the service while serving as an enlisted man in United States Navy; and further found that disability is 50 per cent for the service and 40 per cent for civil occupation. The President

States approved findings on August 9, 1920, and directed retirement in conformity with provisions of section 1453, Revised Statutes, and those of the act of June 4, 1920. Accordingly transferred to the retired list of officers of the Naval Reserve Force from August 9, 1920, in accordance with above-named provisions of law.

1920, August 31: Detach; treatment, naval hospital, Chelsea, Mass.; proceed to home and upon arrival, relieved all active duty. Detach, September 13, to home, on retired list; arrived home September 13, 1920. Retired pay as ensign after 10 years, \$1,530 per annum.

#### ALLIE P. GRANGER.

Born in Chardon, Ohio, January 11, 1886.

1917, April 11: Enrolled in Naval Reserve Force. Previous occupation, conductor.

1918, November 7: Gunner, Naval Reserve Force, Class 1. Citizen of Massachusetts. Having enrolled in the United States Naval Reserve Force for a period of four years from April 11, 1917, hereby given the provisional grade of gunner, Fleet Naval Reserve, Class 1. Accepted and executed oath of office. To duty receiving ship, Boston, Mass.

1918, December 1. Total service to date.

1919, February 10: Admitted treatment naval hospital, Chelsea, Mass. Discharged March 12.

1919, March 7: Admitted treatment naval hospital, Fort Lyon, Colo. Discharged June 23.

1919, July 15: To commandant naval hospital, Fort Lyon for duty. Upon completion relieved from active duty.

1919, August 25: Orders of July 15 revoked. Continue treatment at naval hospital, Fort Lyon, Colo.

1919, December 31: Total service to date.

1920, June 3: Granted sick leave six months. Upon expiration of sick leave report to senior officer present for physical examination and report to determine fitness for duty. Upon completion of examination await orders.

1920, December 10: Admitted naval hospital, Fort Lyon, Colo., from six months' sick leave.

1920, December 31: Total service to date.

1921, January 22: Report Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement under title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at naval hospital, Fort Lyon, Colo.

1921, February 14: Leave, 7 days February 6, to February 12, 1921, inclusive.

1921, April 11: Admitted naval hospital, Fort Lyon, Colo., from six months' sick leave December 10, 1920. Discharged; expiration of enrollment April 10, 1921.

1921, May 10: Found by Naval Retiring Board before which recently appeared totally incapacitated for active service by reason of tuberculosis, chronic, pulmonary; 100 per cent incapacitated for civilian occupation and that incapacity is result of incident of service subsequent to appointment as gunner, United States Naval Reserve Force, May 5, 1921. President of the United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to the retired list of United States Naval Reserve Force from May 5, 1921, in accordance with above named provision of law.

1921, May 12: Having been placed on the retired list, upon discharge treatment naval hospital, Fort Lyon, Colo., to home and relieved from all active duty upon arrival. Retired pay as gunner after three years, \$1,218.75 per annum.

#### CHARLES B. GUEST.

Born in Reading, Pa., October 3, 1887.

1917, July 14: Enrolled in Naval Reserve Force. Previous occupation, machinist.

1918, January 16: Having enrolled in United States Naval Reserve Force for a period of four years from July 12, 1917, hereby given provisional grade of gunner (E) in naval coast defense, class 4, for general service.

- 1918, January 24: Accepted and executed oath of office. To duty as supply officer receiving ship via No. 19 North Wharves, Philadelphia, assignment.
- 1918, April 9: To supply officer, 19 North Wharves, Philadelphia, inspector of supplies.
- 1918, July 17: Admitted treatment naval hospital, Philadelphia.
- 1918, December 31: Total service to date.
- 1919, April 15: Transferred to class 2 as of July 1, 1918, and assigned mate as of January 24, 1918.
- 1919, June 26: Detached receiving ship, Philadelphia, Pa. active duty.
- 1919, October 1: Orders of June 26, 1919, revoked. To examination October 22 before retiring board, fourth naval district, Philadelphia.
- 1919, December 31: Total service to date.
- 1920, September 30: To Navy Department, Washington, D. C., for examination for retirement in conformity with title Revised Statutes. Upon completion return to League Island, Pa., to continue under treatment at naval hospital. (No action was taken on proceedings of Naval Retiring Board, before which held October 22, 1919.)
- 1920, October 13: Admitted naval hospital, League Island, Pa., for treatment of chronic nephritis; discharged to retired list, October 13, 1920.
- 1920, October 18: Admitted naval hospital, League Island, Pa., for treatment of chronic nephritis; discharged to retired list, October 18, 1920.
- 1920, November 15: Retired by reason of chronic nephritis; disability incurred in line of duty.
- 1920, November 18: Discharged from treatment at Naval Hospital, League Island, Pa., and placed on retired list. To home and honor from active service: orders of January 8, 1920, revoked. Arrived at home November 29, 1920.
- 1920, November 27: Admitted naval hospital, League Island, Pa., for treatment of chronic nephritis; discharged to retired list, October 18, 1920; discharged to retired list, November 27, 1920. Retired pay as gunner, \$1,125 per annum.

EVERETT L. HAZELTON.

Born in Portland, Me., May 17, 1887.

- 1917, July 21: Enrolled in Naval Reserve Force, July 21, 1917. Occupation, advertising.
- 1918, April 5: Having enrolled in the United States Naval Reserve Force, hereby given the provisions of the Naval Reserve Flying Corps, class 5, for general aviation detachment, Akron, Ohio.
- 1918, April 9: Upon execution of acceptance and oath of office, assigned to aviation detachment, Akron, Ohio, to supervisor, Naval Reserve Force, Washington, D. C., for temporary duty. Upon completion, to report to the commandant, Naval aviation forces, France, for assignment to duty. Authority to delay for a period of 10 days.
- 1918, May 20: Proceed to Brest, Finistere, and report to commandant, United States naval forces in France: when directed, to United States aviation detachment, Brest, for kite balloon duty.
- 1918, June 29: Leave 10 days, June 20 to 29, inclusive.
- 1918, September 28: Admitted treatment United States naval hospital, Brest, France.
- 1918, November 6: Detached (naval air station, Brest, France) in charge of a draft of men to the United States, via *Siboney*, receiving ship, New York, N. Y., for duty.
- 1918, December 5: Detached (receiving ship, New York, N. Y., naval station, Bay Shore, Long Island, N. Y., for duty.
- 1918, December 11: Detached (naval air station, Bay Shore, Long Island, N. Y., and retired from active duty.
- 1918, December 31: Total service to date.

- 1919, July 25: Orders of December 11 revoked; detached (Bay Shore, Long Island, N. Y.), continue treatment naval hospital, New York, N. Y. To examination for retirement before Naval Retiring Board, third naval district, New York, N. Y., August 6. Upon completion, continue treatment at naval hospital, New York, N. Y.
- 1919, October 6: Found by Naval Retiring Board incapacitated for active service by reason of ankylosis of point of right elbow, which has resulted in a limited extension of the right arm and is permanent, was incurred in line of duty as a result of an incident of the service, subsequent to appointment as ensign in United States Naval Reserve Force. September 29, the President of the United States approved proceedings and findings of the Naval Retiring Board and directed retirement from active service and placement on retired list, in conformity with provisions of section 1453, Revised Statutes, and those of act of July 1, 1918. Transferred to retired list of United States Naval Reserve Force from September 29, 1919.
- 1919, October 10: Detached (naval hospital, New York, N. Y.) and relieved from active duty. Retired pay at ensign, \$1.275 per annum.

## JOHN PHILLIP HELMAN.

Born in Leavenworth, Kans., September 17, 1893.

- 1917, September 2: Enrolled in the Naval Reserve Force as ensign in Supply Corps, United States Naval Reserve Force, class 4. Continue duty U. S. S. *New Hampshire*. Previous occupation: In Government service, Department of Agriculture.
- 1917, September 21: Detached; to commanding officer U. S. S. *Agamemnon* for duty as supply officer on board; report September 25.
- 1917, September 28: Detached; to duty Naval Pay Officers' School, Washington, D. C.; report on October 1.
- 1917, November 10: Detached; to duty commandant navy yard, New York, N. Y.
- 1917, December 31: Detached; to duty New Orleans, La., and report commanding officer *Bavaria*.
- 1918, May 17: Detached; to treatment naval hospital, Norfolk, Va.
- 1918, May 18: Admitted treatment United States naval hospital, Norfolk, Va.
- 1918, June 12: Transferred from naval hospital, Norfolk, Va., to naval hospital, Fort Lyon, Colo.
- 1918, July 1: Admitted treatment United States naval hospital, Fort Lyon, Colo.
- 1919, June 7: Detached naval hospital, Fort Lyon, Colo., and relieved from active duty.
- 1920, August 5: Authorized to report to medical officer in command of naval hospital, Fort Lyon, Colo., and, when directed by him, to president of a naval retiring board for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. By direction of the President.
- 1920, November 15: Retired November 2, 1920, by reason of chronic pulmonary tuberculosis contracted in the service. Rank held when last relieved from active duty, ensign (Supply Corps). Retired pay as ensign, \$1.275 per annum.

## LEE HERLISS.

Born in Ujesh, Germany, July 7, 1891.

- 1917, December 3: Enrolled United States Naval Reserve Force as boatswain, class 4. To the supervisor Naval Auxillary Reserve, New York, N. Y., for duty. Reported December 3, 1917. Previous occupation, enlisted man, Regular Navy.
- 1918, February 16: Promoted to ensign, United States Naval Reserve Force, class 3.
- 1918, December 27: Promoted to lieutenant (junior grade), United States Naval Reserve Force, class 3.
- 1919, June 14: Detached; and to Naval Officers' Training School, New York, for duty.
- 1919, October 9: Admitted treatment naval hospital, New York. Discharged December 17.
- 1919, November 14: Detached naval hospital, New York; honorably discharged from active service.

- 1920, August 6: Report to medical officer in command of naval York, N. Y., for physical examination to determine condition and disposition.
- 1920, October 4: To retiring board, room 3927, Navy Building D. C., for examination for retirement in conformity with title Revised Statutes.
- 1921, March 14: President of United States, under date of March 14, 1921, approved findings of naval retiring board and accordingly transferred to retired list from March 3, 1921. Reason, 75 per cent disabled by reason of the peritoneum, bladder, and rectum—an incident of the service held when last relieved from active duty, lieutenant (junior grade) pay as lieutenant (junior grade) after five years, \$1,650 per annum.

WILLIAM ALBERT HEYWOOD.

Born in Erie, Pa., August 21, 1870.

- 1917, April 15: Enrolled in the Naval Reserve Force, class 3, previous occupation, chief engineer, Naval Auxillary Reserve. Continue duty on *Nanshan*.
- 1917, June 27: Detached to duty supervisor Naval Auxillary Force, Coast.
- 1918, August 21: Detached to duty *West Galea* and on board as senior officer when commissioned.
- 1918, November 22: Detached to naval hospital, New York, N. Y. Upon discharge from hospital to supervisor Naval Auxillary Force, York, N. Y., for duty.
- 1918, December 23: Detached to duty *Mallory*.
- 1919, February 11: Promoted to lieutenant commander, United States Naval Reserve Force, class 3.
- 1919, March 26: Detached *Mallory*; continue treatment at Navy hospital, New York, N. Y.
- 1919, April 15: Upon discharge from Navy hospital, New York, N. Y., from all active duty.
- 1921, January 26: Authorized to report to commandant naval base, San Diego, Calif., for examination by board of medical survey to determine condition and recommend disposition.
- 1921, February 9: Admitted treatment naval hospital, San Diego, Calif., to civil life. Discharged February 18, 1921, to civil life.
- 1921, March 10: To president Naval Retiring Board, Mare Island, Calif., for retirement.
- 1921, June 24: Found by Naval Retiring Board to be totally and permanently incapacitated for service by reason of chronic bronchitis and emphysema, many small cavity formations and bronchiectases, incurred in service as result of incident of Naval Auxillary Service prior to appointment; totally incapacitated for naval and civil life, and President of the United States on June 20, 1921, approved the findings of the board and directed retirement in conformity with provisions of the 1453 of Revised Statutes and those of the act of June 4, 1920. Retired to the retired list of officers of United States Naval Reserve Force, class 3, on June 20, 1921. Rank held when last relieved from active duty, lieutenant commander. Retired pay as lieutenant commander, \$2,250 per annum.

WILLIAM W. HORNER.

Born in Pittsburgh, Pa., April 13, 1892.

- 1917, April 7: Enrolled in the United States Naval Reserve Force, class 5, previous occupation, student.
- 1918, May 25: Having enrolled in the United States Naval Reserve Force, class 5, for a period of four years from April 7, 1917, hereby given the provisions of the act of June 4, 1920, to ensign in the Naval Reserve Flying Corps, class 5, for general service.
- 1918, June 4: Accepted and executed oath of office. On duty naval air station, Akron, Ohio. Appointed a student naval aviator for duty involving flying in aircraft, including dirigibles, balloons, and airplanes, with acts of March 3, 1915, and August 29, 1916.
- 1918, June 7: Detached (naval air station, Akron, Ohio) to naval air station, Rockaway, N. Y., for duty under kite balloon training.

- 1918, August 31: Detached (naval air station, Rockaway, Long Island, N. Y.), proceed to Paris, France, via New York, N. Y., and report to commander United States naval forces in France for assignment.
- 1918, September 6: Authorized to delay 10 days in carrying out orders of August 31.
- 1918, September 30: Total service to date.
- 1918, October 1: Lieutenant (junior grade) 486, Naval Reserve Force, class 5, general service.
- 1918, October 5: Orders of August 31 modified; report to United States naval air station, Brest, France, for duty.
- 1918, November 12: Detached (United States naval air station, Brest, France) to United States Naval Base Hospital No. 5, Brest, France, for treatment.
- 1918, November 20: Detached (Navy Base Hospital No. 5), proceed to United States via *Northern Pacific*. Upon arrival to naval hospital, New York, N. Y., for treatment.
- 1918, December 31: Total service to date.
- 1919, January 10: Transferred to naval hospital, Fort Lyon, Colo.
- 1919, February 26: Granted six months' sick leave upon discharge from naval hospital, Fort Lyon, Colo. Leave.
- 1919, March 19: Given the provisional rank of lieutenant (junior grade) in the Naval Reserve Flying Corps, class 5, for general service, to rank from October 1, 1918.
- 1919, August 28: Accepted and executed oath of office.
- 1919, September 12: Admitted treatment naval hospital, Fort Lyon, Colo.
- 1919, October 1: To examination for retirement before a Navy retiring board, Mare Island, Calif. Upon completion return to naval hospital, Fort Lyon, Colo.
- 1919, October 12: Admitted treatment naval hospital, Fort Lyon, Colo. Discharged November 26, 1920.
- 1919, December 31: Total service to date.
- 1920, September 4: To the Naval Retiring Board September 22, 1920, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment naval hospital, Fort Lyon, Colo.
- 1920, November 15: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; that incapacity is permanent and was incurred in line of duty as result of incident of service; that totally incapacitated for naval service and 75 per cent for civilian occupation. October 31, 1920, President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from October 31, 1920, in accordance with provisions of law above referred to.
- 1920, November 18: Having been placed on retired list, United States Naval Reserve Force, upon discharge from treatment, naval hospital, Fort Lyon, Colo., to home and relieved from all active duty.
- 1920, November 26: Admitted treatment, naval hospital, Fort Lyon, Colo., from retired list.
- 1921, January 10: Admitted treatment, naval hospital, Fort Lyon, Colo. Discharged May 7, 1921. Retired pay as lieutenant (junior grade), \$1,500 per annum.

VICTOR H. HOWARD.

Born in New York, N. Y., October 19, 1894.

- 1917, June 16: Enrolled in the Naval Reserve Force. Previous occupation, mariner.
- 1918, August 7: Having enrolled in the United States Naval Reserve Force for a period of four years from June 16, 1917, hereby given the provisional rank of ensign (D.) in the Naval Auxiliary Reserve, class 3.
- 1918, August 7: Accepted and executed oath of office. To duty in connection with the *Panama* and duty on board when commissioned.
- 1918, December 15: Total service as ensign (D.).
- 1918, December 16: Lieut. (junior grade) (D.), Naval Reserve Force, class 3. Having enrolled in the United States Naval Reserve Force for a period of four years from June 16, 1917, hereby given the provisional rank of lieutenant (junior grade) (D.) in the Naval Auxiliary Reserve, class 3. Accepted and executed oath of office.

- 1918, December 18: Total service to date.
- 1919, March 17: Detached *Panama* to United States naval hospital, New York, N. Y., for treatment. Upon discharge from hospital report to the supervisor Naval Auxiliary Reserve, New York, N. Y., for assignment to duty.
- 1919, March 29: Detached (Naval Auxiliary Reserve, New York, N. Y.) to duty on the *West Mahomet*.
- 1919, June 3: Detached *West Mahomet* to duty naval overseas transportation service, Norfolk, Va.
- 1919, June 14: Detached naval overseas transportation service, Norfolk, Va., to duty on the *Mars*.
- 1919, July 2: Detached *Mars* to naval hospital, Portsmouth, Va., for treatment.
- 1919, July 14: Transferred to naval hospital, Fort Lyon, Colo.
- 1919, December 31: Total service to date.
- 1920, June 1: Leave, 16 days, June 2 to 17, inclusive.
- 1920, June 17: Leave, 10 days, June 18 to 27, inclusive.
- 1920, July 30: Report to Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at naval hospital, Fort Lyon, Colo.
- 1920, October 18: Found by Naval Retiring Board, before which recently appeared, incapacitated for active service by reason of tuberculosis, chronic pulmonary; and that incapacity is permanent and is result of an incident of service and found totally incapacitated for naval service and 66½ per cent incapacitated for civilian occupation. September 26, 1920, the President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Transferred to retired list of the United States Naval Reserve Force from September 26, 1920.
- 1920, October 20: Having been placed on retired list of officers of the Naval Reserve Force upon discharge from treatment at naval hospital, Fort Lyon, Colo., to home and relieved from all active duty.
- 1920, November 2: Admitted naval hospital, Fort Lyon, Colo., from retired list October 30. Retired pay as lieutenant (junior grade), \$1,500 per annum.

## CHARLES E. HUBBARD.

Born in Tampa, Fla., December 4, 1892.

- 1917, May 5: Enrolled in the Naval Reserve Force. Previous occupation, florist.
- 1918, February 8: Having enrolled in United States Naval Reserve Force for a period of four years from May 5, 1917, hereby given the provisional rank of ensign in the Naval Reserve Flying Corps, class 5, general service.
- 1918, February 6: Upon execution of your acceptance and oath of office detached (naval air station, Pensacola, Fla.) to Washington, D. C., for temporary duty. Upon completion, to duty United States naval aviation forces, France.
- 1918, February 13: Accepted and executed oath of office. On duty naval air station, Pensacola, Fla. Appointed naval aviator for duty involving actual flying in aircraft including dirigibles, balloons, and airplanes. Authorized to delay 10 days in carrying into effect.
- 1918, March 19: To duty Mouthic-Lacanau (Gironde) United States naval air station. Detached (Mouthic-Lacanau (Gironde) to Fromentine (Vendée) United States naval air station.
- 1918, September 30: Total service to date.
- 1918, October 1: Lieutenant (junior grade) No. 329, Naval Reserve Force, class 5, general service.
- 1918, November 19: Detached (naval air station, Fromentine) to United States via St. Nazaire in connection draft of men. Upon completion and when directed to commandant third naval district for assignment.
- 1918, December 16: Further report naval air station, Bay Shore, Long Island, N. Y.
- 1918, December 20: Detached to Miami, Fla., report naval air station for duty.
- 1918, December 31: Total service to date.
- 1919, January 17: Admitted naval hospital, Key West, Fla.; admitted from naval air station, Miami, Fla.



- 1919, March 12: Given the provisional rank of lieutenant (junior grade) in the Naval Reserve Flying Corps, class 5, general service, United States Naval Reserve Force, to rank from October 1, 1918.
- 1919, March 24: Accepted and executed oath of office.
- 1919, May 2: To Fort McPherson, Ga., and report to commanding officer of Army reconstruction hospital for treatment; upon completion return to Miami, Fla.
- 1919, June 6: Authorized to transfer to naval hospital, Newport, R. I.
- 1919, August 29: Reported to commandant first naval district, when directed to Navy Retiring Board for examination for retirement. Upon completion, continue treatment naval hospital, Newport, R. I.
- 1919, December 30: Found by Naval Retiring Board incapacitated for active service by reason of partial ankylosis of right elbow joint, and that incapacity is permanent and the result of an injury received in the performance of an act of duty. December 18 the President of the United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on the retired list, in conformity with the provisions of section 1453 of Revised Statutes, and those of the act of July 1, 1918. Accordingly transferred to retired list of United States Naval Reserve Force from December 18, 1919.
- 1919, December 31: Total service to date.
- 1920, January 5: Upon discharge from naval hospital, Newport, R. I., relieved from active duty. Retired pay as lieutenant (junior grade), \$1,500 per annum.

CLYDE C. HUNNEWELL.

- Born in Vinton, Iowa, July 4, 1883.
- 1917, May 12: Enrolled in the Naval Reserve Force. Previous occupation, theatrical stage manager.
- 1918, January 11: Having enrolled in the United States Naval Reserve Force for a period of four years from May 12, 1917, hereby given the provisional rank of ensign in the Naval Coast Defense Reserve, class 4, general service.
- 1918, January 21: Accepted and executed oath of office. To section No. 6, Bath Beach, Brooklyn, N. Y., for assignment to duty.
- 1918, January 31: Detached (section No. 6, Bath Beach), to New York for duty in connection with fitting out, and to duty on board the scout cruiser No. 241 when placed in commission.
- 1918, September 4: To duty in command of the scout cruiser No. 241.
- 1918, December 10: Transferred to the Naval Reserve, class 2, as of August 16, 1918.
- 1918, December 31: Total service to date.
- 1919, May 29: Detached (duty in command scout cruiser No. 241), to duty as commanding officer on board the United States scout cruiser No. 138 (relief).
- 1919, June 20: Detached (duty in command the United States scout cruiser No. 138), relieved from all active duty.
- 1919, July 25: To examination for retirement before a Navy Retiring Board, third naval district. Upon completion, await orders in third naval district.
- 1919, October 7: Found by Naval Retiring Board incapacitated for active service by reason of chronic cardiac valvular disease and inability to flex the second and third phalanges of the left little finger, which latter disability prevents pursuing of vocation as player of stringed instruments; the incapacity is permanent and was incurred in line of duty as the result of an incident of the service subsequent to appointment as ensign in United States Naval Reserve Force. The President of the United States, on September 29, 1919, approved proceedings and findings and directed retirement from active service and placement on the retired list in conformity with provisions of section 1453 of the Revised Statutes of the act of July 1, 1918.
- 1919, October 7: Transferred to the retired list September 20, 1919.
- 1919, October 10: Detached (duty third naval district), and relieved from active duty. Retired pay as ensign, \$1,275 per annum.

WALTER EDWARD IRWIN.

- Born in Philadelphia, Pa., July 15, 1887.
- 1917, March 6: Commissioned lieutenant in the Naval Militia of Maine. Previous occupation, electrical engineer.
- 1917, April, 7: Called into service of United States and to Federal rendezvous, Boston, Mass.

- 1917, April 18: To *Virginia* for duty.  
 1917, June 15: Ex. O. and A. as lieutenant, National Naval Volunteers.  
 1918, April 1: Admitted naval hospital, Norfolk, Va., for treatment.  
 1918, April 16: Detached *Virginia*, to Fort Lyon, Colo., for treatment at naval hospital.  
 1918, April 29: Admitted naval hospital for treatment, Fort Lyon, Colo. Discharged August 5, 1918, to sick leave.  
 1918, July 1: Transferred to Naval Reserve Force, class 2, as lieutenant.  
 1919, February 10: Admitted treatment naval hospital, Fort Lyon, Colo.  
 1919, August 25: Admitted treatment naval hospital, Fort Lyon, Colo.  
 1919, September 16: To Naval Retiring Board, navy yard, Mare Island, Calif., for examination; upon completion, return to Fort Lyon, Colo., and continue treatment.  
 1919, November 3: Admitted treatment naval hospital, Fort Lyon, Colo.  
 1920, April 21: Granted six months' sick leave upon discharge from naval hospital, Fort Lyon, Colo. Upon expiration of sick leave report to the hospital for physical examination and await orders.  
 1920, June 19: Enrollment as an officer in the United States Naval Reserve Force having expired on June 15, 1920, automatically cease to be an officer in the United States Naval Reserve Force. Authorized to report to the medical officer in command naval hospital, Fort Lyon, Colo., for further treatment as a supernumerary.  
 1920, November 15: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary; that incapacity is permanent and was incurred in line of duty as result of incident of service; that totally incapacitated for naval service and 25 per cent for civilian occupation. October 31, 1920, President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from October 31, 1920, in accordance with provisions of law above referred to. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

RUDOLPH JOSEPH JOERS.

Born at St. Louis, Mo., November 30, 1887.

- 1917, February 6: Appointed ensign, Fleet Naval Reserve. Previous occupation, previous service as enlisted man and midshipman at Naval Academy.  
 1917, April 7: To office of Chief of Naval Operations, Washington, D. C., for duty.  
 1917, November 6: Promoted to lieutenant (junior grade), United States Naval Reserve Force, class 1.  
 1918, February 26: Promoted to lieutenant, United States Naval Reserve Force, class 1.  
 1918, July 26: Detached; to duty on *Princess Matoika*.  
 1918, October 26: Detached; to receiving ship, New York, N. Y.  
 1918, November 18: Detached; to commanding officer for duty as first lieutenant on the *Seattle*.  
 1918, December 12: Detached; to temporary duty on receiving ship, New York, N. Y.  
 1919, January 20: Detached; to *Massachusetts* for duty.  
 1919, March 25: Detached; to report to commandant fourth naval district, Philadelphia, Pa., for duty on board receiving ship.  
 1919, May 1: Detached; to cruiser and transport force for temporary duty upon completion to *Prinz Frederick Wilhelm* for duty.  
 1919, June 4: Detached and relieved from active duty.  
 1921, January 25: Authorized to report to commandant navy yard, Washington, D. C., for physical examination by board of medical survey to determine condition and recommendation as to disposition.  
 1921, March 11: Admitted treatment naval hospital, Washington, D. C. Discharged March 17, 1921.  
 1921, February 15: In accordance with recommendation of board of medical survey, authorized to report March 11, 1921, to president Naval Retiring Board, Washington, D. C., for examination for retirement.

1921, May 18: To Rear Admiral George U. Kline, president Naval Retiring Board, navy yard, Washington, D. C., for examination for retirement. Rank held when last relieved from active duty, Lieutenant. Retired pay as lieutenant after five years, \$1,980 per annum.

ARTHUR BILGER JOHNSON.

Born in Du Bois, Pa., February 1, 1884.

1918, July 20: Enrolled in United States Naval Reserve Force as provisional machinist, class 3. Previous occupation, sea service, assistant engineer officer. To commanding officer *Jason* for assignment to duty.

1918, October 14: Promoted to ensign, class 3.

1919, October 31: Admitted treatment naval hospital, Mare Island, Calif. Discharged November 29, 1919.

1919, November 24: To Fort Lyon, Colo.; report to commanding officer naval hospital for treatment.

1919, December 2: Admitted treatment naval hospital, Fort Lyon, Colo.

1920, December 23: Report Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at Naval hospital, Fort Lyon, Colo.

1921, June 20: Found by Naval Retiring Board before which recently appeared incapacitated for active service by reason of tuberculosis, chronic pulmonary; that incapacity is the result of an incident of the service; totally incapacitated for naval service and 75 per cent incapacitated for civilian occupation. The President of the United States approved the proceedings and findings of the Naval Retiring Board and directed retirement in conformity with provisions of section 1453 of Revised Statutes and of act of June 4, 1920. Accordingly, transferred to retired list from June 11, 1921. Rank held when last relieved from active duty, ensign. Retired pay as ensign, \$1,275 per annum.

EDWARD EVERETT JONES.

Born in Washington, D. C., April 25, 1879.

1917, September 8: Enrolled in United States Naval Reserve Force as ensign, class 4, for three years. Previous occupation, no record. To U. S. S. *Vaterland* for duty on board her.

1917, December 7: Promoted to Lieutenant (junior grade), United States Naval Reserve Force, class 3.

1918, August 3: Promoted to Lieutenant, United States Naval Reserve Force, class 3.

1918, September 27: *Vaterland* changed to *Leriathan*.

1919, November 11: Detached *Leriathan*, to naval hospital, New York, for treatment; upon discharge relieved from active duty.

1920, August 31: Reported to commandant third naval district, New York, N. Y., and when directed by him to appear before a board of medical survey for examination to determine condition and to recommend disposition.

1921, February 3: Authorized to report naval dispensary, Washington, D. C., for physical examination by board of medical survey to determine condition and recommendation as to disposition.

1921, February 9: Authorized to report to the medical officer in command of the naval hospital, New York, for further observation and disposition at that hospital.

1921, May 3: In accordance with the recommendation of a board of medical survey, before which recently appeared, authorized to report May 13, 1921, to president of Naval Retiring Board, Washington, D. C., for examination for retirement, in conformity with title 15, chapter 3, Revised Statutes. Rank held when last relieved from active duty, Lieutenant. Retired pay as lieutenant, \$1,800 per annum.

FRANKLIN KEENE.

Born in Bremen, Me., October 5, 1860.

1917, March 30: Enrolled in the Naval Reserve Force as chief machinist, class 4. Previous occupation, 45 years at sea in merchant service, first assistant engineer, unlimited, of ocean steamers.

1917, May 3: To receiving ship, Boston, Mass., for general detail.

- 1917, May 15: Promoted to lieutenant, United States Naval Reserve.  
 1917, July 27: Detached, to duty on *America*.  
 1917, September 15: Detached, to receiving ship, Boston, Mass.  
 1918, March 20: Detached, to supervisor Naval Auxiliary Reserve, N. Y., for duty. Transferred to class 3.  
 1918, April 12: Detached, and to duty as senior engineer of *America*. Transferred to class 3.  
 1919, January 25: Promoted to lieutenant, United States Naval Reserve, class 3.  
 1919, February 17: Admitted treatment naval hospital, Philadelphia.  
 1919, May 16: Admitted treatment naval hospital, Philadelphia.  
 1919, June 4: Detached *Itaska* and relieved from active duty.  
 1919, July 2: Orders of June 4 revoked; detached *Itaska* and admitted treatment naval hospital, Philadelphia, Pa.  
 1919, August 26: Transferred from naval hospital, Philadelphia, to naval hospital, Boston, Mass.  
 1920, June 18: Proceed to Washington, D. C., and report to personnel board for examination for retirement and return.  
 1920, August 17: Found by Naval Retiring Board incapacitated for service by reason of chronic arthritis of shoulder joints and spine. Disability is permanent and was incurred in line of duty as result of service and is culmination of physical conditions due to 45 years of service as machinist in United States merchant marine and 3 years and 3 months in United States Naval Reserve Force, class 4. That disability 75 per cent for service and 50 per cent for that culmination of disability occurred subsequent to enrollment as machinist in United States Naval Reserve Force, class 4. President of United States approved proceedings and directed removal from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and act of June 4, 1906. Being transferred to retired list of United States Naval Reserve Force from August 9, 1920.  
 1920, September 18: Having been placed on retired list United States Naval Reserve Force, to home, relieved of all active duty upon admission to naval hospital, Chelsea, Mass., since February 16, 1920. Being last relieved from active duty, lieutenant. Retired pay as lieutenant, 20 years, \$2,520 per annum.

JAMES P. KELLY.

Born in County Cavan, Ireland, April 16, 1865.

- 1917, September 27: Enrolled in the United States Naval Reserve Force, previous occupation, machinist.  
 1918, April 9: Having been transferred to the Fleet Naval Reserve, United States Naval Reserve Force, hereby given the provisional rank of ensign (E.) in the Fleet Naval Reserve, class 1. Accepted and entered office. To supervisor Naval Auxiliary Reserve, New York, N. Y., for duty.  
 1918, September 20: Total service to date.  
 1918, September 21: Lieutenant (junior grade), 25 1/2. Naval Reserve Force, class 1.  
 1918, November 15: Given the provisional rank of lieutenant (juniour) in the Fleet Naval Reserve, class 1, United States Naval Reserve Force, from September 21, 1918.  
 1918, November 22: Accepted and executed oath of office.  
 1918, December 31: Total service to date.  
 1919, June 6: Detached Naval Auxiliary Reserve, New York, N. Y., from active duty.  
 1919, June 18: Orders of June 6 revoked.  
 1919, June 19: Detached Naval Auxiliary Reserve, New York, N. Y., commandant third naval district for assignment. Reported for duty, *State*.  
 1919, July 31: Detached *Granite State* to commandant third naval district assignment. Assigned to material department. Reported to vessel board, third naval district, for duty.  
 1919, August 5: Authority to perform repeated travel between New York and such points in third naval district as may be necessary. September 30, 1919.

- 1919, November 6: Authority to perform repeated travel between New York, N. Y., and such points in the third naval district as may be necessary. To terminate December 31, 1919.
- 1919, December 13: Confirmed commission as ensign (E.) in the Fleet Naval Reserve, class 1, United States Naval Reserve Force, to rank from April 9, 1918.
- 1919, December 16: Detached duty third naval district and honorably discharged from active service.
- 1919, December 29: Orders of December 16 revoked.
- 1919, December 31: Total service to date.
- 1920, January 13: Authority to perform repeated travel between New York, N. Y., and such points in third naval district as may be necessary in connection with inspection of vessels in various shipyards. To terminate June 20, 1920.
- 1920, February 4: Accepted and executed oath of office of confirmed commission.
- 1920, May 27: Authority to perform repeated travel between New York, N. Y., and points within the third naval district in connection with the joint merchant vessel board. Terminates September 30, 1920.
- 1920, June 11: Detached third naval district to home, and on June 30, 1920, honorably discharged from active service.
- 1920, June 19: Orders of June 11, 1920, revoked. Detached third naval district to duty on the receiving ship, New York, N. Y.
- 1920, November 2: Transferred to naval hospital, New York, N. Y., this date.
- 1920, December 9: Report December 22, 1920, to Naval Retiring Board, Navy Department, Washington, D. C., for examination for retirement, in conformity with title 15, chapter 3, Revised Statutes. Upon completion, continue under treatment, naval hospital, New York, N. Y.
- 1920, December 24: Admitted treatment, naval hospital, New York, N. Y., from Naval Retiring Board, Washington, D. C. Retired pay as ensign, \$1.275 per annum.

## ALFRED KITILSEN.

Born in Pargerund, Norway, September 17, 1887.

- 1917, December 14: Enrolled in the United States Naval Reserve Force as provisional ensign, class 4. Previous occupation, no record.
- 1917, December 15: To supervisor Naval Auxiliary Reserve, San Francisco, Calif., for assignment.
- 1918, January 14: Detached; to duty on *Dreadnaught*.
- 1918, January 15: Transferred to class 3.
- 1918, March 16: Detached; to duty in command of *Undaunted*.
- 1918, July 2: Promoted to Lieutenant (Junior grade), class 3.
- 1918, July 27: Promoted to lieutenant, United States Naval Reserve Force, class 3.
- 1919, January 10: Detached; and to United States via the *George Washington*. Upon arrival in United States proceed to naval hospital, New York, for treatment.
- 1919, January 21: Admitted treatment, naval hospital, New York, N. Y. discharged, February 4.
- 1919, February 16: Admitted treatment, naval hospital, Fort Lyon, Colo., from naval hospital, New York.
- 1919, August 7: Temporary additional duty to Denver, Colo., and return.
- 1919, September 4: On September 18, 1919, to president Naval Retiring Board, Fort Lyon, Colo., for examination for retirement. Upon completion continue treatment at naval hospital, Fort Lyon, Colo.
- 1919, December 1: Upon discharge from naval hospital, Fort Lyon, Colo., honorably discharged from active service.
- 1920, December 11: Retired from December 2, 1920, by reason of chronic pulmonary tuberculosis incurred in line of duty. Rank held when last relieved from active duty, Lieutenant. Retired pay as lieutenant, \$1.800 per annum.

## ROSS KNIGHT.

Born in Brownsville, Pa., September 4, 1890.

- 1918, August 8: Enrolled in Naval Reserve Force as ensign, class 4. Previous occupation, enlisted man in Regular Navy. To duty Naval Auxiliary Reserve, San Francisco, Calif.

- 1918, October 9: Detached; to commandant thirteenth naval district in connection with fitting out a class 3 vessel, and on board when it was commissioned.
- 1918, November 12: Detached; to Navy recruiting station, Port of New York, on duty in connection with the fitting out of the *West View*, and on board when commissioned.
- 1919, January 20: Detached; to supervisor Naval Auxiliary Reserve, New York, N. Y., for duty.
- 1919, January 29: Detached; to *West Wysska* for assignment.
- 1919, April 29: Detached; to supervisor Naval Auxiliary Reserve, New York, N. Y., for assignment.
- 1919, May 7: Detached; to *South Bend* for assignment.
- 1919, June 6: Promoted to lieutenant (junior grade), United States Naval Reserve Force, class 3.
- 1919, August 3: Admitted to Army hospital, No. 121, American Expeditionary Forces, for treatment.
- 1919, October 6: Transferred to Army hospital, No. 33, American Expeditionary Forces, Brest, France.
- 1919, October 17: Transferred to naval hospital, Brooklyn, N. Y., via U. S. S. *Edellyn*.
- 1920, July 31: Report to president Naval Retiring Board, New York, N. Y., for examination for retirement, on August 4, 1920.
- 1920, August 10: Admitted naval hospital, New York, N. Y., for treatment, and on August 6, 1920, discharged.
- 1920, October 14: Found by Naval Retiring Board incapacitated for service by reason of ankylosis, result of fracture left ankle; that disability is permanent and was incurred in line of duty as result of service; and that disability is 100 per cent for service and 75 per cent for occupation. Transferred to retired list of United States Naval Reserve Force from October 1, 1920.
- 1920, October 18: Having been placed on retired list of officers of United States Naval Reserve Force, upon discharge from treatment at Naval Hospital, New York, N. Y., to home and relieved of all active duty.
- 1920, November 12: Reported arrival home in accordance with above recorded. Rank held when last relieved from active duty (junior grade). Retired pay as lieutenant (junior grade), \$1,650 per annum.

RUFUS H. KNIGHT.

Born in Detroit, Mich., July 6, 1895.

- 1917, April 17: Enrolled in the Naval Reserve Force. Presently a student.
- 1918, January 25: Having enrolled in the United States Naval Reserve Force for a period of four years from April 17, 1917, hereby given rank of ensign in the Naval Coast Defense Reserve, class 1, for service.
- 1918, January 28: Accepted and executed oath of office. Assigned to duty at Great Lakes, Ill., for duty.
- 1918, January 31: Detached (naval training station, Great Lakes, Ill.) under instruction, on February 11, Naval Academy, Annapolis, Md.
- 1918, May 20: Detached (Naval Academy, Annapolis, Md.) to duty on board ship, New York, N. Y., authority to delay seven days.
- 1918, June 27: Sick leave.
- 1918, July 29: Uncompleted portion of orders of May 20 reassignment to commandant first naval district, Boston, Mass., for temporary duty on board ship, New York, N. Y., to duty on board ship, New York, N. Y.
- 1918, February 15: Leave, 11 days, February 1 to 11, inclusive.
- 1918, October 8: Leave, seven days, September 29 to October 5, inclusive.
- 1918, November 30: Detached (*Kansas*) to temporary duty on board ship, New York, N. Y.
- 1918, December 4: Detached (receiving ship, New York, N. Y., to commandant third naval district, New York, N. Y., for assignment).
- 1918, December 16: Transferred to the Naval Reserve, class 1, for service.
- 1918, December 29, 1918.
- 1918, December 31: Total service to date.
- 1919, January 13: Detached (headquarters, third naval district, New York, N. Y., to Bath Beach, Brooklyn, N. Y., for assignment).

- 1919, January 22: Detached (third naval district, section 6, Bath Beach, Brooklyn, N. Y.) to the commander cruiser and transport force for temporary duty. Upon completion, to duty on the *Leriathan*.
- 1919, March 13: Detached (*Leriathan*); relieved from all active duty.
- 1919, April 3: Orders of March 13 revoked.
- 1919, June 30: Total service to date.
- 1919, July 1: Lieutenant (junior grade), Naval Reserve Force, class 2.
- 1919, October 13: Detached (*Leriathan*); relieved from all active duty.
- 1919, October 30: Admitted treatment naval hospital, New York, N. Y.
- 1919, November 11: Orders of October 13, 1919, modified; upon detachment *Leriathan* report to the naval hospital, New York, for treatment. Upon discharge from hospital carry out orders of October 13, 1919.
- 1919, December 31: Total service to date.
- 1920, January 2: Given the provisional rank of lieutenant (junior grade) in the Naval Reserve, class 2, to rank from July 1, 1919.
- 1920, April 1: Given the confirmed commission as ensign in the Naval Reserve, class 2, to rank from October 1, 1919.
- 1920, May 1: Accepted and executed oath of office of confirmed commission.
- 1920, June 30: Authorized to appear before a board of medical survey, Naval Dispensary, Washington, D. C., for physical examination to determine condition and recommendation as to disposition. In accordance with the recommendation of board of medical survey, hereby authorized to report to the commandant third naval district for further observation as a supernumerary patient, naval hospital, New York, N. Y.
- 1920, July 29: Authorized to report to the commandant third naval district, New York, N. Y., for physical examination by a board of medical survey, when the medical officer in command of the naval hospital, New York, N. Y., directs.
- 1920, September 15: Authorized to report to the president Naval Retiring Board, Naval Building, Washington, D. C., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1920, September 18: Authority contained in bureau's letter of July 29, 1920, modified. Recalled into active service as of July 1, 1920, and ordered to report to the naval hospital, New York, N. Y., for observation and further treatment.
- 1920, September 20: Report to the president Naval Retiring Board, Washington, D. C., September 29, for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion, continue treatment, naval hospital, New York, N. Y. Letter of September 15 authorizing to report for examination revoked.
- 1920, September 28: Admitted naval hospital, New York, N. Y., from inactive duty July 12, 1920; discharged to Naval Retiring Board, Washington, D. C., September 28, 1920.
- 1920, October 9: Admitted treatment, naval hospital, New York, N. Y., from Retiring Board, Washington, D. C., October 1, 1920. Discharged to inactive duty December 16, 1920.
- 1920, November 15: Found by Naval Retiring Board incapacitated for active service by reason of intraspinal injury; that incapacity is permanent and was incurred in line of duty as result of incident of service; that disability is 90 per cent for naval service and 70 per cent for civil occupation. November 2, 1920, President of United States approved proceedings and findings of Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from November 2, 1920, in accordance with provisions of law above referred to.
- 1920, November 18: Having been placed on retired list, United States Naval Reserve Force, upon discharge from treatment at naval hospital, New York, N. Y., to home and relieved from all active duty. Retired pay as lieutenant (junior grade), \$1,500 per annum.

EDWARD KORZENESKI.

Born in England October 11, 1868.

- 1916, November 8: Commissioned ensign in Naval Militia of Massachusetts. Previous occupation, enlisted man in United States navy and Naval Militia.
- 1917, April 7: Called into service of United States and to Federal rendezvous, Boston, Mass., and to duty on U. S. S. *Kearsarge*.

- 1917, June 28: Commissioned ensign in national Naval Volunteer Force.  
 1918, July 22: Promoted to lieutenant (junior grade).  
 1918, July 1: Transferred to Naval Reserve Force.  
 1918, December 30: Promoted to lieutenant, United States Naval Reserve Force, class 2.  
 1919, April 25: Detached *Kearsarge* to first naval district, Boston, to perform such duty as may be assigned.  
 1919, August 13: Detached and relieved from active duty.  
 1919, October 6: Report to president of the Navy Retiring Board, first naval district, for examination for retirement.  
 1920, September 30: To retiring board, Washington, D. C., for retirement on October 21, 1920.  
 1920, November 23: Found by Naval Retiring Board incapacitated for service by reason of partial deafness of both ears; that disability permanent and was incurred in line of duty as result of injury sustained subsequent to appointment as lieutenant, United States Naval Reserve Force; that disability is 30 per cent for naval service and 100 per cent for civilian occupation. November 9, 1920, Secretary of the Navy directed no action be taken at this time on record of proceedings and to be continued on inactive duty for the present and for a period of three months to be reexamined physically to ascertain present condition in order that final action may be taken.  
 1921, March 1: In accordance with recommendation of board of medical examiners, hereby authorized to report to president Naval Retiring Board, Washington, D. C., for examination for retirement. Rank held at time relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,980 per annum.

GEORGE MELVILLE LEWIS.

Born in Camden, N. J., March 22, 1881.

- 1918, October 31: Enrolled in the Naval Reserve Force as lieutenant (junior grade), class 3. To supervisor Naval Auxiliary Reserve, New York, for assignment. Previous occupation, no record.  
 1918, December 3: Promoted to lieutenant, United States Naval Reserve Force, class 3. Detached to district supervisor Naval Overseas Transportation Service for duty in connection with the *Marne* and on board as chief clerk, commissioned.  
 1919, February 6: Detached and to supervisor Naval Auxiliary Reserve, New York, for assignment.  
 1919, February 10: Detached to *K. I. Luckenbach*.  
 1919, February 27: Promoted to lieutenant commander, United States Naval Reserve Force, class 3.  
 1919, April 19: Detached to naval hospital, New York, N. Y., for treatment. Upon discharge from naval hospital, New York, to duty as supervisor Naval Auxiliary Reserve, New York. (Canceled.)  
 1919, May 12: Admitted to treatment, United States naval hospital, New York, D. C.; discharged May 15, 1919.  
 1919, May 15: Transferred to St. Elizabeths Hospital, Washington, D. C.  
 1919, December 5: Transferred to treatment naval hospital, Washington, D. C.; admitted December 5; discharged December 23 to St. Elizabeths Hospital, Washington, D. C.  
 1920, March 26: Upon discharge, St. Elizabeths Hospital, Washington, D. C., for further treatment.  
 1920, October 7: To naval dispensary, Washington, D. C., for medical survey. Upon completion to naval hospital, Washington, D. C., for further treatment. Admitted naval hospital, Washington, D. C., discharged October 16, 1920, to sick leave.  
 1920, October 12: Granted three months' sick leave upon discharge from dispensary, Washington, D. C.; upon expiration to naval hospital, Washington, D. C., or naval hospital, Mare Island, Calif., for examination and completion await orders.  
 1921, January 16: Admitted treatment naval hospital, Washington, D. C., to sick leave.  
 1921, March 3: To Naval Retiring Board, Navy Department, Washington, D. C., for examination for retirement in conformity with chapter 3, Revised Statutes. Upon completion continue on inactive duty, naval hospital, Washington, D. C.



1921, June 9: Found by Naval Retiring Board incapacitated for active service by reason of psycho-neurosis; incapacity permanent and was incurred in line of duty as result of incident of service; disability 100 per cent for naval service and 60 per cent for civilian occupation, and was incurred subsequent to appointment in United States naval service. Transferred to retired list from June 3, 1921. Rank held when last relieved from active duty, lieutenant commander. Retired pay as lieutenant commander, \$2,250 per annum.

ALFRED P. LYONS.

Born in Newfields, N. H., November 9, 1896.

- 1917, April 13: Enrolled in the Naval Reserve Force. Previous occupation, draftsman.
- 1918, January 31: Having enrolled in the United States Naval Reserve Force for a period of four years from April 13, 1917, hereby given the provisional grade of machinist (W.) in the Naval Coast Defense Reserve, class 4, general service.
- 1918, March 30: Accepted and executed oath of office. To district enrolling officer, Boston, Mass. To duty Boothbay Harbor, Me.
- 1918, May 16: Detached to duty as section engineer officer, Boothbay Harbor, Me.
- 1918, October 7: Leave 15 days, September 9 to 23, inclusive.
- 1918, December 4: Detached (base headquarters, Boothbay Harbor, Me.) and to section commander, Boston, Mass., for assignment.
- 1918, December 18: Admitted treatment naval hospital, Boston, Mass. Discharged March 25.
- 1918, December 31: Total service to date.
- 1919, March 25: Transferred to naval hospital, Fort Lyon, Colo. Admitted March 29.
- 1919, May 23: Detached (base headquarters, Boston, Mass.) continue treatment, naval hospital, Fort Lyon, Colo.
- 1919, October 11: Upon discharge from naval hospital, Fort Lyon, Colo., relieved from all active duty.
- 1919, October 27: Orders of October 11, 1919, revoked.
- 1919, December 31: Total service to date.
- 1920, May 11: Upon discharge from treatment, naval hospital, Fort Lyon, Colo., to six months' sick leave. Upon expiration of sick leave report to the naval hospital, Fort Lyon, Colo., for examination to determine fitness for duty.
- 1920, October 27: Admitted naval hospital, Fort Lyon, Colo., October 26, 1920, from six months' sick leave.
- 1920, November 11: To Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement, in conformity with title 15, chapter 2, Revised Statutes. Upon completion, continue under treatment naval hospital, Fort Lyon, Colo.
- 1920, December 31: Total service to date.
- 1921, February 9: Leave, five days, February 2, 1921, to February 6, 1921, inclusive.
- 1921, March 26: Found by Naval Retiring Board, before which recently appeared, 100 per cent incapacitated for active service and 25 per cent incapacitated for civilian occupation by reason of tuberculosis (chronic pulmonary), and that incapacity is result of an incident of service subsequent to assumption of rank of machinist. March 22, 1921. President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from March 22, 1921, under provisions of law above referred to.
- 1921, April 4: Discharged naval hospital, Fort Lyon, Colo., to retired list. Admitted United States naval hospital, Fort Lyon, Colo., from retired list. Stay indefinite. Retired pay as machinist after three years, \$1,218.75 per annum.

CHARLES W. MACKENZIE.

Born in Baymore, N. J., April 28, 1891.

- 1917, June 6: Enrolled in the Naval Reserve Force. Previous occupation, salesman.

- 1918, April 4: Having enrolled in the United States Naval Reserve, period of four years from June 6, 1917, hereby given the provision sign in the Naval Coast Defense Reserve, class 4, for general duty.
- 1918, April 10: Accepted and executed oath of office. To the Naval Militia Armory, Federal rendezvous, Brooklyn, N. Y. (S. D.).
- 1918, April 16: Detached (Federal rendezvous, Brooklyn, N. Y., New York, for duty in connection with the fitting out and for scout cruiser No. 54 when commissioned (S. D.).
- 1918, April 19: Assumed command of scout cruiser No. 54.
- 1918, September 13: Detached (command scout cruiser No. 54), mandant third naval district, New York, N. Y., for duty.
- 1918, September 20: Admitted treatment United States Naval Hospital, New York, N. Y.
- 1918, October 3: Transferred from naval hospital, New York, hospital, Fort Lyon, Colo., for continuation of treatment. Admitted.
- 1918, December 31: Total service to date.
- 1919, August 7: To temporary duty, proceed to Denver, Colorado, whether or not condition warrants being ordered before a board.
- 1919, September 16: Proceed to Mare Island, Calif., to report of navy yard, Mare Island, and, when directed, to the president Retiring Board for examination for retirement in accordance with title 15, Revised Statutes. Upon completion return to Fort Lyon, Colo.
- 1919, September 26: Discharged naval hospital, Fort Lyon, Colorado, Mare Island, Calif.
- 1919, October 17: Admitted treatment naval hospital, Fort Lyon, Colorado.
- 1919, December 31: Total service to date.
- 1920, May 17: Granted six months' sick leave upon discharge from hospital, Fort Lyon, Colo. Upon expiration of sick leave report to present, naval hospital, Fort Lyon, Colo., for physical examination to determine fitness for duty.
- 1920, November 15: To Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment naval hospital, Fort Lyon, Colo.
- 1920, November 17: To naval hospital, navy yard, Washington, D. C., for physical examination and report to determine fitness for duty upon expiration of sick leave. Upon completion await orders.
- 1920, December 1: Admitted naval hospital, Washington, D. C., hospital, Fort Lyon, Colo. Discharged to one month's leave of absence.
- 1920, December 13: Report on January 4, 1921, to the president Retiring board at Navy Building, Washington, D. C., for examination in conformity with title 15, chapter 3, Revised Statutes. Upon completion, await orders. Orders of November 15, 1920, revoked.
- 1920, December 17: Orders of December 13 modified. Report to be made at Washington on December 17, 1920, instead of on January 4, 1921, out remainder of orders.
- 1920, December 31: Total service to date.
- 1921, February 13: Found by Naval Retiring Board before which appeared incapacitated for active service by reason of chronic pulmonary tuberculosis; that incapacity is permanent and was incurred in the result of incident of service. January 29, 1921, President United States approved proceedings and findings of Naval Retiring Board directed retirement from active service and placement on retirement in conformity with provisions of section 1453 of Revised Statutes as of June 4, 1920. Accordingly transferred to retired list of the Naval Reserve Force from January 29, 1921, in accordance with provisions of law. Retired pay as ensign, \$1,275 per annum.

JAMES JONAS MADISON.

Born in Jersey City, N. J., May 20, 1888.

- 1917, May 8: Enrolled in Naval Reserve Force as lieutenant, class 4, occupation, no record.
- 1917, December 27: Promoted to lieutenant commander, United States Naval Reserve Force, 3. To duty on *Ticonderoga* as commanding officer.

October 11: Detached and to United States naval hospital, New York, N. Y., for treatment.

October 11: Admitted treatment, naval hospital, New York.

June 2: Promoted to commander, United States Naval Reserve Force, 3.

October 11: Admitted treatment naval hospital, New York.

July 3: Proceed to Washington, D. C., and report to the president of a naval retiring board, Navy Building, for examination for retirement. Upon completion, return and continue treatment, naval hospital, New York.

July 26: Admitted naval hospital, New York, July 23.

August 21: Found by Naval Retiring Board incapacitated for active service by reason of amputation stump, left thigh, and that incapacity is permanent, and is result of incident of service, and that disability is 100 per cent service and 75 per cent for civil occupation, having been incurred subsequent to appointment as lieutenant commander in United States Naval Reserve Force. Transferred to retired list of United States Naval Reserve Force officers from August 13, 1920.

August 31: Having been placed on retired list, to home. Upon discharge from treatment, naval hospital, New York, and relieved from all active duty. Rank held when last relieved from active duty, commander. Retired as commander, \$2,625 per annum.

#### BOYD HUNTER MAGEE

Born in Bellefonte, Pa., May 17, 1886.

April 6: Enrolled in United States Naval Reserve Force as ensign class 4. Previous occupation, student in University of Pennsylvania.

April 7: To commandant navy yard, Philadelphia, Pa., for duty. Further report to commanding officer of receiving ship, Philadelphia, Pa., further report to aide for communication for duty.

February 27: Admitted for treatment to naval hospital, League Island, Philadelphia, Pa. Discharged from hospital March 7, 1918.

February 24: Promoted to lieutenant (junior grade), United States Naval Reserve Force 4.

July 21: Admitted treatment to naval hospital, League Island, Philadelphia, Pa.

August 30: Detached communication office, Philadelphia, relieved from active duty.

September 26: Orders of August 30, 1919, modified to read: Detached upon discharge from United States naval hospital.

October 22: Orders of August 30, 1919, and the modification dated September 26, 1919, are revoked, continue treatment naval hospital, Philadelphia. Upon discharge from hospital granted sick leave 60 days. Upon expiration to commanding officer, naval hospital, League Island, for examination. Upon completion await orders fourth naval district.

October 23: Admitted to naval hospital, League Island, Pa., for treatment. Discharged October 24, 1919, from hospital.

December 19: Sick leave of absence 60 days granted under date of October 1919, extended 30 days.

January 17: Sick leave extended for a period of two months.

March 16: Detached fourth naval district upon discharge from treatment naval hospital, Philadelphia, Pa., report to medical officer in command, naval hospital, Washington, D. C., for treatment. Admitted treatment March 29, 1920.

April 28: Upon discharge from hospital granted two months' sick leave. Upon expiration report to senior officer present for examination to determine fitness for duty. Upon completion await orders at station.

June 19: Admitted treatment naval hospital, Washington, D. C., from sick leave.

July 23: Report to the president Naval Retiring Board, Navy Building, Washington, D. C., September 12, 1920, for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue treatment naval hospital, Washington, D. C.

July 26: Orders of July 23 modified, report for examination September 15 instead of September 12.

July 31: Orders of July 23 further modified, report for examination August 10 instead of September 12 or 15.

- 1921, January 6: To Naval Retiring Board, Navy Department, D. C., for reexamination for retirement in conformity with the Revised Statutes. Upon completion, continue under treatment at Washington, D. C.
- 1921, January 11: Found by Naval Retiring Board incapacitated for service by reason of psychoneurosis; incapacity permanent and incurred in line of duty as result of incident of service, but not misconduct, and disability 100 per cent for service and satisfaction. December 20, 1920, Secretary of Navy directed no action on record of proceedings of Naval Retiring Board and further ordered before another retiring board. Accordingly ordered directing appearance before another Naval Retiring Board granted leave until April 5.
- 1921, March 26: Upon expiration of enrollment on April 5, discharged from active duty.
- 1921, August 5: The Naval Retiring Board before which you appeared found you incapacitated for active service by reason of psychoneurosis; that your incapacity is permanent and is the result of the service, and was incurred subsequent to your enrollment in the United States Naval Reserve Force. The President of the United States, dated of July 28, 1921, approved the proceedings and findings and accordingly transferred to the retired list of officers of the United States Naval Reserve Force from the 28th of July, 1921. Retired pay \$1,800 per annum.

DAVID ALEXANDER M'BAIN.

Born in Boston, Mass., December 10, 1881.

- 1917, February 8: Enrolled in United States Naval Reserve Force as lieutenant commander, class 3. Previous occupation, first officer, U. S. Navy.
- 1917, May 1: Ordered into active service in the United States Navy. Continue duty in command of the *Vulcan*.
- 1919, May 13: Promoted to commander, United States Naval Reserve Force, class 3.
- 1919, June 19: Detached *Vulcan* to duty in command of *Kanawha*.
- 1920, January 19: Admitted treatment, naval hospital, San Diego.
- 1920, January 31: Detached *Kanawha* upon discharge from treatment, naval hospital, San Diego, Calif., to the naval hospital, Fort Lyon, Colo.
- 1920, February 16: Admitted treatment, naval hospital, Fort Lyon, Colo.
- 1920, September 8: Report to the president of a Naval Retiring Board, Fort Lyon, Colo., for examination for retirement in conformity with chapter 3, Revised Statutes. Upon completion continue under treatment at naval hospital, Fort Lyon, Colo.
- 1921, January 29: Found by Naval Retiring Board, before which you appeared, 100 per cent incapacitated both for naval service and for occupation by reason of tuberculosis, chronic pulmonary, and is permanent and was incurred in line of duty as result of service subsequent to appointment as commander. January 29, 1921, President of the United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placed on retired list in conformity with the provisions of section 1406 of the Revised Statutes and those of June 4, 1920. Accordingly transferred to the retired list of United States Naval Reserve Force from January 13, 1921, with above-named provisions of law.
- 1921, February 1: Having been placed on the retired list of the United States Naval Reserve Force upon discharge from treatment at naval hospital, Fort Lyon, Colo., to home and relieved of all active duty upon arrival.
- 1921, February 10: Admitted treatment, naval hospital, Fort Lyon, Colo.
- 1921, March 10: Leave two days, March 6 and 7. Arrive at home.
- Rank held when last relieved from active duty, commander, \$2,625 per annum.

## ALLAN M. M'CONNELL.

- Born in Rochester, N. Y., August 16, 1893.
- 1918, May 3: Enrolled in the Naval Reserve Force. Previous occupation, student.
- 1918, August 3: Having enrolled in the United States Naval Reserve Force for a period of four years from May 3, 1918, hereby given the provisional grade of machinist in the Naval Auxiliary Reserve, class 3. Accepted and executed oath of office. To duty supervisor Naval Auxiliary Reserve, New York.
- 1918, August 14: Detached to U. S. S. *Western Sea* for duty under instruction in connection with United States Navy Steam Engineering School. Upon return of ship to United States detached four days after arrival and report to supervisor Naval Auxiliary Reserve, New York, N. Y., for further return to United States Navy Steam Engineering School, Hoboken, N. J.
- 1918, October 18: Detached (*Western Sea*) to United States naval air station, Pauillac, France, for treatment at United States Army Hospital No. 6.
- 1918, December 13: Detached (United States naval air station, Pauillac, France) to United States via Bordeaux, France, and the *Aeolus*, upon arrival to home and await orders. Authorized to delay 10 days in United States.
- 1918, December 30: Admitted treatment naval hospital, Norfolk, Va.
- 1918, December 31: Total service to date.
- 1919, January 10: Continue treatment naval hospital, Norfolk, Va.
- 1919, January 31: To examination for retirement before Navy Retiring Board, Norfolk, Va.
- 1919, February 24: Sick leave, 30 days.
- 1919, February 28: Upon discharge from naval hospital, Norfolk, Va., to home and await orders.
- 1919, June 14: Detached (Naval Auxiliary Reserve, New York, N. Y.) to receiving ship, New York, N. Y., to await action of retiring board.
- 1919, August 6: Detached (receiving ship, New York, N. Y.) and relieved from active duty.
- 1919, August 7: Found by Naval Retiring Board incapacitated for service by reason of chronic arthritis (ossecus ankylosis), right elbow incapacity is permanent, and the result of an incident of the service; July 31, the President approved proceedings and directed retirement from active service and placement on the retired list.
- 1919, July 31: Transferred to the retired list of the United States Naval Reserve Force. Retired pay as machinist after three years, \$1,218.75 per annum.

## THOMAS J. M'MAHON.

- Born in South Boston, Mass., March 8, 1888.
- 1917, March 24: Enrolled in the Naval Reserve Force. Previous occupation, clerk.
- 1918, March 23: Having enrolled in the United States Naval Reserve Force for a period of four years from March 24, 1917, hereby given provisional rank of ensign (D.) in the Naval Auxiliary Reserve, class 3. Accepted and executed oath of office. To duty Naval Auxiliary Reserve, New York, N. Y. Detached to supervisor, Naval Overseas Transportation Service, Norfolk, Va., for duty.
- 1918, March 25: Detached to *Celebes* for duty in connection with fitting out of that vessel, and to duty on board when commissioned.
- 1918, July 10: Total service to date.
- 1918, July 11: Having enrolled in the United States Naval Reserve Force for a period of four years from March 24, 1917, hereby given the provisional rank of lieutenant (junior grade) in the Naval Auxiliary Reserve, class 3. Executed oath and acceptance.
- 1918, September 7: Detached (*Celebes*) to supervisor, Naval Auxiliary Reserve, New York, N. Y., for duty.
- 1918, November 22: Detached (Naval Auxiliary Reserve, New York, N. Y.), to duty on *Celebes*.
- 1918, December 31: Total service to date.

- 1919, February 15: Detached (*Celebes*) to naval hospital, New York, N. Y., for duty.
- 1919, June 7: Orders of February 15, to supervisor, Naval Auxiliary Reserve, New York, canceled.
- 1919, July 18: Admitted treatment, naval hospital, Chelsea, Mass.
- September 8 to Army and Navy General Hospital, Hot Springs, Ark.
- 1919, December 31: Total service to date.
- 1920, June 18: To president, Naval Retiring Board, Washington, D. C., for examination for retirement, and returned to hospital, Chelsea, Mass.
- 1920, August 17: Found by Naval Retiring Board temporarily incapacitated for active service by reason of partial ankylosis of right hip. Recommended to be ordered to Army and Navy General Hospital, Hot Springs, Ark., for treatment. The President of the United States, August 7, approved proceedings and findings of Naval Retiring Board.
- 1920, December 23: Upon discharge from treatment, Army and Navy General Hospital, Hot Springs, Ark., to treatment naval hospital, Washington, D. C.
- 1920, December 31: Total service to date.
- 1921, January 20: Admitted to treatment, naval hospital, Washington, D. C., from Army and Navy General Hospital, Hot Springs, Ark.
- 1921, February 15: To president of Naval Retiring Board, Washington, D. C., for examination for retirement and return to hospital.
- 1921, March 22: Upon discharge from treatment, naval hospital, Washington, D. C., to home and honorably discharged from active service.
- 1921, March 30: Found by Naval Retiring Board incapacitated for active service by reason of ankylosis, right hip joint. Incapacity incurred in line of duty as result of an incident of the service while in the United States, under date of March 22, 1921, approved proceedings and findings of board, and directed you to be retired from the active list and placed on retired list. Transferred to retired list of United States Naval Reserve Force from March 22, 1921. Lieutenant (junior grade), \$1,500 per annum.

JAMES LAWRENCE M'PHERSON.

Born in Edinburgh, Scotland, October 21, 1871.

- 1918, September 17: Enrolled in United States Naval Reserve, lieutenant, class 3. Previous occupation, shipmate. To duty as executive officer, Naval Auxiliary Reserve, New York.
- 1918, September 23: Additional temporary duty, New London, Conn.
- 1918, September 30: Detached Naval Auxiliary Reserves, New York, to *Rosalie* for duty as executive officer.
- 1918, December 28: Detached *Santa Rosalia* to Naval Overseas Transportation Service, Baltimore, Md., for transportation naval hospital, Annapolis, Md., for treatment.
- 1919, January 18: Detached Naval Overseas Transportation Service, Annapolis, Md., to Naval Auxiliary Reserves, New York, for duties as executive officer.
- 1919, February 18: Detached Naval Auxiliary Reserves, New York, to *Rosalie* for duty as executive officer.
- 1919, July 18: Detached *Shoshone* to Naval Overseas Transportation Service, Norfolk, Va., for duty as assigned.
- 1919, August 6: Detached Naval Overseas Transportation Service, Norfolk, Va., and relieved from active duty.
- 1919, August 20: Admitted for treatment naval hospital, Norfolk, Va., and discharged from hospital August 21.
- 1920, September 28: To commandant first naval district of command, Newport, R. I., for physical examination and medical survey to determine condition and recommend disposition.
- 1920, November 3: Admitted for treatment naval hospital, Chelsea, Mass., and discharged from hospital March 3, 1921.
- 1921, April 7: Found by Naval Retiring Board incapacitated for active service by reason of fracture, faulty union, left shoulder, with slight disability, left arm, incurred in line of duty. President, under date of April 7, 1921, approved proceedings and findings of Naval Retiring Board, and directed you to be retired from the active list and placed on the retired list. Rank held when last relieved from active service, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

## RAYMOND J. MERCEY.

Born in St. Dorids, Ill., December 2, 1892.

- 1917, December 13: Enrolled in the Naval Reserve Force. Previous occupation, medical student.
- 1918, May 16: Having enrolled in the United States Naval Reserve Force for a period of four years from December 13, 1917, hereby given provisional grade of assistant surgeon, with rank of lieutenant (junior grade) in the Naval Coast Defense Reserve, class 4.
- 1918, June 1: Accepted and executed oath of office.
- 1918, July 6: To commandant of Ninth Naval District for duty at naval hospital, Great Lakes, Ill.
- 1918, December 2: Total service to date.
- 1918, December 3: Passed assistant surgeon, Lieutenant Naval Reserve Force, class 2.
- 1918, December 31: Total service to date.
- 1919, January 11: Transferred to the Naval Reserve, class 2, as of December 3, 1918.
- 1919, March 17: Given the provisional grade of passed assistant surgeon with the rank of lieutenant in the Naval Reserve, class 2, to rank from December 3, 1918.
- 1919, April 28: Temporary additional duty, proceed with three insane patients and deliver them into the custody of the medical officer in command of naval hospital, Washington, D. C., and return.
- 1919, December 15: Detach (naval hospital, Great Lakes, Ill.) to duty on the *Alert*.
- 1919, December 23: Admitted for treatment, naval hospital, Great Lakes, Ill.
- 1919, December 31: Total service to date.
- 1920, April 30: Detach (*Alert*), to home and honorably discharged from active service.
- 1920, May 22: Orders of April 30 revoked. Detach (*Alert*); report to the medical officer in command, naval hospital, Fort Lyon, Colo., for further treatment and disposition.
- 1920, June 9: Admitted for treatment, naval hospital, Fort Lyon, Colo. Discharged September 7.
- 1920, September 2: Upon discharge from treatment, naval hospital, Fort Lyon, Colo., report to the medical officer in command of that hospital for duty.
- 1920, October 4: Leave, three days, October 1 to 3, inclusive.
- 1920, November 8: Leave, 19 days, October 20 to November 7, inclusive.
- 1920, December 18: To examination for appointment in Medical Corps, United States Navy, in accordance with act of June 4, 1920; physical and supervisory naval hospital, Fort Lyon, Colo.; professional at Navy Department, Washington, D. C.
- 1920, December 31: Total service to date.
- 1921, January 12: Leave, 12 days, December 31, 1920, to January 11, 1921, inclusive.
- 1921, April 21: Found by board of medical examiners before which recently appeared for examination for appointment to permanent rank of lieutenant (Medical Corps), United States Navy to be suffering from tuberculosis (chronic pulmonary) contracted in line of duty and not recommended for appointment. March 25, 1921, Acting Secretary of Navy approved findings and recommendation of board.
- 1921, April 28: Admitted naval hospital, Fort Lyon, Colo., for treatment. Retired pay as lieutenant, \$1,800 per annum.

## FRED W. MILLHOLIN.

Born in Hulto, Tex., April 3, 1896.

- 1918, July 24: Assistant paymaster, ensign, Naval Reserve Force, class 4, general service. Having enrolled in the United States Naval Reserve Force for a period of four years from July 28, 1918, hereby given the provisional grade of assistant paymaster with the rank of ensign in the Naval Reserve Force, class 4, for general service.
- 1918, July 29: Accepted and executed oath of office. On duty, Naval Academy, Annapolis, Md. Detached to commanding officer, U. S. S. *Reina Mercedes*, for temporary duty.

1918, July 30: Detached and to New York, N. Y., and report  
mandant third naval district for duty as assistant to aid for  
1918, September 19: Detached (duty third naval district) to d  
district, Philadelphia, Pa.  
1918, December 31: Total service to date.  
1919, January 7: Admitted treatment naval hospital, Philadel  
1919, March 21: Detached (fourth naval district, Philadelph  
lieved from active duty.  
1919, March 22: Temporary additional duty, Philadelphia, P  
district supply activities and return.  
1919, April 7: Orders of March 21, 1919, revoked.  
1919, June 3: Detached (duty fourth naval district), report to  
fourth naval district for treatment in he naval hospital, Ph  
1919, June 24: Transfer from the naval hospital, League Isla  
hospital, Fort Lyon, Colo., for further treatment authorized.  
1919, July 14: Admitted treatment naval hospital, Fort Lyon, C  
April 30, 1920.  
1919, December 31: Total service to date.  
1920, April 13: Upon discharge from naval hospital, Fort Lyo  
and upon arrival honorably discharged from active service.  
1920, July 29: In accordance with recommendation of the Bu  
and Surgery, authorized to report to the commandant eight  
New Orleans, La., for physical examination by a board of  
mine condition and recommend disposition.  
1920, September 8: Authorized to report to the medical offi  
naval hospital, Fort Lyon, Colo., for treatment as a supernu  
1920, October 5: Admitted treatment naval hospital, Fort Lyon  
1921, January 28: To medical officer in command, naval hos  
Colo., and when directed to president naval retiring board  
Fort Lyon, Colo., for examination for retirement. Contin  
naval hospital, Fort Lyon, Colo., as a supernumerary patient  
ensign, \$1,275 per annum.

ELMER H. MILLS.

Born in Harrison, Me., May 19, 1894.

1917, April 24: Enrolled in the Naval Reserve Force.  
1918, February 11: Having enrolled in the United States Nav  
for a period of four years from April 24, 1917, hereby give  
rank of ensign (D) in the Naval Coast Defense Reserve,  
eral service. Accepted and executed oath of office. On d  
Harvard University (first naval district).  
1918, January 28: Upon execution of acceptance and oath o  
(cadet school, Harvard University) to duty on *Nebraska*. A  
seven days.  
1918, August 5: Admitted treatment naval hospital, Chelsea, M  
1918, December 6: Transferred to Army and Navy Hospital, Ho  
1918, December 16: Detached *Nebraska* to commandant first na  
ton, Mass., for assignment.  
1918, December 31: Total service to date.  
1919, May 20: Transferred to naval hospital, Norfolk, Va.  
1919, May 30: Transferred to naval hospital, Chelsea, Mass.  
1919, August 1: To examination for retirement before Navy  
first naval district; upon completion, continue duty first na  
1919, October 10: Found by Naval Retiring Board incapacitate  
ice by reason of chronic arthritis and the incapacity is of inc  
may be permanent, and is result of a disease, acute rheu  
tracted in line of duty from causes incident to service. S  
Secretary of the Navy directed placement on inactive duty an  
date to be reexamined to determine condition and dispositio  
a recovery or a permanent incapacity.  
1919, October 16: Detached (duty first naval district) and rel  
duty.  
1920, August 4: When directed by commandant first naval  
Mass., report to a board of medical survey for physical ex  
termine condition and recommendation as to disposition.



- 1920, September 20: Reported at 9.30 a. m. to Naval Retiring Board, room 3927, Navy Building, Washington, D. C., for examination for retirement in accordance with title 15, chapter 3, Revised Statutes.
- 1920, November 15: Proceedings of retiring board approved by President of the United States hereby transferred to retired list of United States Naval Reserve Force from the 31st day of October, 1920, in conformity with provisions of section 1453 of the Revised Statutes and those of the act of June 4, 1920. Retired pay as ensign, \$1,275 per annum.

## STANLEY MITCHELL.

- Born in Phoneton, Ohio, July 25, 1887.
- 1917, April 5: Enrolled as Lieutenant (junior grade) United States Naval Reserve Force in class 4. Previous occupation, midshipman; also instructor in United States Naval Academy.
- 1917, April 7: To commandant fifth naval district for assignment.
- 1917, October 10: Transferred from class 4, United States Naval Reserve Force, to class 1.
- 1917, November 17: Admitted United States naval hospital, Norfolk, Va., for treatment. Transferred to United States naval hospital, Fort Lyon, Colo., November 23.
- 1917, November 26: Admitted United States naval hospital, Fort Lyon, Colo., for treatment. Discharged from hospital March 20, 1918.
- 1917, December 20: Promoted to lieutenant, United States Naval Reserve Force, 1.
- 1918, January 31: Upon discharge from hospital to naval recruiting station, Denver, Colo., for duty.
- 1918, March 21: Authorized to perform repeated travel between Denver, Colo., and such places as may be necessary, connection recruiting.
- 1918, August 26: Leave 14 days, August 12 to 25, inclusive.
- 1919, March 20: To Fort Lyon, Colo., and report on April 7 to commanding officer United States naval hospital, when directed to president of Naval Retiring Board for examination for retirement, upon completion to Denver, Colo., and report to senior medical officer for treatment.
- 1919, April 2: Orders of March 20, orders to Navy Retiring Board hereby modified. Upon completion to naval recruiting station, Denver, Colo., and continue present duties.
- 1919, April 6: Admitted treatment United States naval hospital, Fort Lyon, Colo.
- 1919, December 29: Found by Naval Retiring Board incapacitated for active service by reason of chronic pulmonary tuberculosis, and that incapacity is permanent and not the result of own misconduct. December 18 the President of the United States approved proceedings and findings of the Naval Retiring Board.
- 1920, February 17: Detached Navy recruiting station, Denver, Colo., and honorably discharged from active service.
- 1920, September 15: By recommendation of the Judge Advocate General report at 9.30 a. m., September 29, 1920, to president of Naval Retiring Board, Navy Building, Washington, D. C., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1921, April 2: Report to Rear Admiral S. S. Wood, president Naval Retiring Board, Washington, D. C., for examination for retirement.
- 1921, April 6: Found by Naval Retiring Board incapacitated for active service by reason of chronic pulmonary tuberculosis. Incapacity is permanent and incurred in line of duty as result of an incident of the service. President of United States approved proceedings and findings of Naval Retiring Board and directed to be placed on the retired list of officers of the United States Naval Reserve Force from April 4, 1921. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

## HENRY MOK.

- Born in Monticello, Minn., July 2, 1884.
- 1917, December 15: Enrolled in the Naval Reserve Force. Previous occupation, secretary.

- 1918, July 10: Having enrolled in the United States Naval Reserve for a period of four years from December 15, 1917, hereby given rank of ensign in the Naval Coast Defense Reserve, class 4, 1st division. Accepted and executed oath of office. To Naval Academy, Annapolis, Md., for duty in connection with submarine chasers. Active seven days.
- 1918, July 24: Further report for duty on scout cruiser 326.
- 1918, August 22: Detached (scout cruiser 326, Naval Academy, Annapolis, Md.) to superintendent Naval Academy, Annapolis, Md., *Wasp*.
- 1918, October 22: Detached (*Wasp*) to Naval Academy for duty on scout cruiser 229 in command.
- 1918, November 21: Detached (scout cruiser 229) to flagship, Newport News division transport force, for temporary duty. to duty on the *Susquichanna*.
- 1918, December 31: Total service to date.
- 1919, February 10: Transferred to class 3.
- 1919, March 4: Detached (*Susquichanna*) to supervisor Naval Reserve, New York, N. Y., for duty.
- 1919, April 18: Detached (Naval Auxillary Reserve, New York, N. Y.) on *Western Front*.
- 1919, August 8: Detached (*Western Front*) to district supervising Transport Service, New York, N. Y., for temporary duty. completion, relieved from active duty.
- 1919, Aug. 13: Total service to date.
- 1919, August 14: Lieutenant (junior grade) Naval Reserve Force.
- 1919, August 19: Given the provisional rank of lieutenant (junior grade) the Naval Auxillary Reserve, class 3, to rank from August 1919, August 15: Admitted for treatment, naval hospital, New York, N. Y.
- 1919, August 26: Uncompleted portion of orders of August 8, 1919, to commandant third naval district, when directed, to naval hospital, New York, N. Y., for treatment.
- 1919, October 3: Accepted and executed oath of office.
- 1919, December 31: Total service to date.
- 1920, July 28: Report to the president of a naval retiring board, Navy Department, Washington, D. C., for examination in conformity with title 15, chapter 3, Revised Statutes. to continue treatment naval hospital, New York, N. Y.
- 1920, July 31: Orders of July 28 modified; report on August 14, 1920.
- 1920, August 8: Discharged from naval hospital, New York, N. Y. Retiring Board, Washington, D. C.
- 1920, August 12: Admitted for treatment, naval hospital, New York, N. Y. from Naval Retiring Board, Washington, D. C.
- 1920, November 3: Found by Naval Retiring Board before August, 1920, to be suffering from results of fractured left leg, ankle and wrist, and injuries to right eyelid; that at present and recommended retained in naval hospital, New York, N. Y. treatment, and ordered to reappear before Naval Retiring Board in 90 days. October 22, 1920, President of United States Retiring Board, findings, and recommendations of board. Accorded to be issued directing appearance before another retiring board for examination.
- 1920, November 24: Report December 6, 1920, Naval Retiring Board, Navy Department, Washington, D. C., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion of treatment at naval hospital, New York, N. Y.
- 1920, December 20: Found by Naval Retiring Board incapable of service by reason of partial loss of function both legs and right wrist, due to malposition of joints and atrophy of muscles of legs received on the *Western Front*; incapacity permanent and line of duty as result of incident of the service subsequent to August 1919, lieutenant (junior grade), United States Naval Reserve. December 17, 1920, President of the United States approved findings of retiring board and directed retirement from active list and placement on retired list in conformity with section 1453 of the Naval Reserve Act of 1916.

and act of June 4, 1920. Accordingly, transferred to retired list from December 17, 1920. Having been placed on retired list of officers of the United States Naval Reserve Force, upon discharge from treatment naval hospital, New York, N. Y., to home and relieved from all active duty. Retired pay as Lieutenant (junior grade), \$1,500 per annum.

GEORGE S. MONTGOMERY.

Born in Wahpeton, N. Dak., July 8, 1897.

- 1917, May 1: Enrolled in the Naval Reserve Force. Previous occupation, student.
- 1917, December 21: Having enrolled in the United States Naval Reserve Force for a period of four years, from May 1, 1917, hereby given provisional rank of ensign in the Naval Reserve Flying Corps, class 5, for general service.
- 1918, January 5: Accepted and executed oath of office. On duty naval reserve station, Pensacola, Fla.
- 1918, January 15: Detached naval air station, Pensacola, Fla., to temporary duty. Chief of Naval Operation, Washington, D. C., to duty with United States naval aviation forces in France.
- 1918, February 19: Further report to United States naval aviation forces, foreign service, Paris, France, for such duties as may be assigned.
- 1918, February 23: Further report to United States naval air station, Moutchic-Lucanau, Gironde.
- 1918, May 3: Report to senior United States naval officer present, Royal air force station, Killingholme, England, for assignment of duty.
- 1918, June 14: Detached and to commander United States naval air station, Queenstown, Ireland, for assignment of duty.
- 1918, August 24: Detached United States naval air station, Queenstown, Ireland, to duty United States naval air station, Lough Foyle, Londonderry, Ireland.
- 1918, January 21: Leave, 12 days, January 8 to 19, inclusive.
- 1918, September 30: Total service to date.
- 1918, October 1: Lieutenant (junior grade) Naval Reserve Force, class 5, general service.
- 1918, December 9: Detached (United States naval air station) Lough Foyle, Ireland, to Queenstown, Ireland, United States naval air station.
- 1918, December 11: Given the provisional rank of lieutenant (junior grade) in the Naval Reserve Flying Corps, class 5, general service, United States Naval Reserve Force, to rank from October 1, 1918.
- 1918, December 31: Total service to date.
- 1919, January 8: Detached (Queenstown, Ireland) to United States naval air station, Lough Foyle, Londonderry, Ireland.
- 1919, January 22: Detached (Lough Foyle, Ireland) to United States naval aviation base, Queenstown.
- 1919, February 1: Accepted and executed oath of office.
- 1919, February 8: Detached (United States naval (A) base) Queenstown, Ireland, to the United States, via *Marconi*. Upon arrival to the commanding officer naval air station, Hampton Roads, Va., for duty.
- 1919, April 24: Detached (naval air station, Hampton Roads, Va.) to duty, naval air station, Chatham, Mass.
- 1919, June 5: Detached (naval air stations, Chatham, Mass.) to duty, naval aviation detachment, Langley Field, Va.
- 1919, June 25: Administered treatment, naval hospital, Norfolk, Va.
- 1919, October 20: Report to the president Navy Retiring Board, fifth naval district, November 12, 1919, for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment naval hospital, Norfolk, Va.
- 1919, December 31: Total service to date.
- 1920, April 5: Upon discharge from treatment, naval hospital, Norfolk, Va., proceed to naval hospital, Chelsea, Mass., for treatment.
- 1920, April 19: Admitted treatment naval hospital, Norfolk, Va.
- 1920, October 1: Report October 15, 1920, to Naval Retiring Board, Navy Department, Washington, D. C., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at naval hospital, Chelsea, Mass. (No action was taken by department on proceedings of Naval Retiring Board of Nov. 12, 1919.)

- 1920, November 15: Found by Naval Retiring Board incapacitated for service by reason of amputation right leg to middle of thigh; this is permanent and was incurred in line of duty as result of injury. That incapacity is 90 per cent for naval service and 60 per cent for occupation. November 6, 1920, President of United States approved findings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of Revised Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from November 15, 1920, in accordance with provisions of law above referred to.
- 1920, November 17: Having been placed on retired list, United States Naval Reserve Force, detached (naval air station, Langley Field, Va.) to be in charge from treatment at naval hospital, Chelsea, Mass., to be relieved of all active duty. Retired pay as lieutenant (junior grade) per annum.

HARDIE RICHARDS MORIN.

Born in Somerville, Mass., February 21, 1896.

- 1917, February 21: Enrolled in United States Naval Reserve Force, clerk, class 3. Previous occupation, no record.
- 1917, December 13: Report to the supervisor Naval Auxiliary Force, New York, N. Y., for duty as assigned.
- 1918, January 12: Detached Naval Auxiliary Reserve, New York, to duty on the *Lake Placid*.
- 1918, February 25: Detached *Lake Placid* to temporary duty on ship, Philadelphia, Pa., to duty with the disbursing officer's office, New London, Conn.
- 1918, April 20: Transferred from class 3 to class 4 of the United States Naval Reserve Force.
- 1919, January 16: Admitted treatment naval hospital, New London, Conn., discharged from hospital March 31, 1919.
- 1919, February 26: Detached submarine base, New London, Conn., to duty on the *Fulton*.
- 1919, March 17: Detached *Fulton* to duty on the *Glacier*.
- 1919, December 12: Admitted treatment naval hospital, Mare Island, Calif., discharged from hospital January 23, 1920.
- 1920, January 19: Detached *Glacier* upon discharge from treatment hospital, Mare Island, Calif., to the naval hospital, Fort Lyon, Colo., to be relieved of all active duty.
- 1920, January 30: Admitted treatment naval hospital, Fort Lyon, Colo., discharged from hospital April 30.
- 1920, April 22: Upon discharge from naval hospital, Fort Lyon, Colo., to be relieved of all active duty. Upon expiration of physical examination, completion await orders at the naval hospital, Fort Lyon, Colo. Discharged April 30.
- 1920, August 1: Admitted treatment naval hospital, Fort Lyon, Colo., discharged from hospital September 3, 1920.
- 1920, September 3: Report to the president naval retiring board, Fort Lyon, Colo., for examination for retirement in conformity with title of act of June 4, 1920. Reported December 8.
- 1921, February 24: Admitted naval hospital, Fort Lyon, Colo., to be in charge from treatment at naval hospital, Chelsea, Mass., to be relieved of all active duty. Retired pay as lieutenant (junior grade) per annum.
- 1921, March 21: Enrollment in United States Naval Reserve Force, clerk, class 3. Previous occupation, no record. Authority to be in charge from treatment at naval hospital, Chelsea, Mass., to be relieved of all active duty. Retired pay as lieutenant (junior grade) per annum.
- 1921, March 26: Found by Naval Retiring Board before which reported 100 per cent incapacitated for naval service and 50 per cent for civilian occupation by reason of tuberculosis, chronic pulmonary disease. President of United States approved proceedings and findings of board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from March 22, 1921, under provisions of law above referred to. Rank held when last relieved, pay clerk. Retired pay as lieutenant (junior grade) per annum, \$1,218.75 per annum.

## JOHN O. MOWAT.

Born in Newport, R. I., October 3, 1895.

- 1915, March 3: Enlisted in United States Navy. Discharged July 14, 1918.  
 1918, July 15: Having enrolled in United States Naval Reserve Force for a period of four years, from July 15, 1918, hereby given the provisional grade of assistant paymaster, with the rank of ensign in the Fleet Naval Reserve, class 1. Accepted and executed oath of office.  
 1918, August 6: To *Castine* for duty as supply officer.  
 1918, December 31: Total service to date.  
 1919, June 5: Admitted to naval hospital, Key West, Fla.  
 1919, June 9: Detached *Castine* upon relief and to naval hospital, Key West, Fla., for treatment.  
 1919, June 17: Transfer authorized from naval hospital, Key West, to naval hospital, Fort Lyon, Colo. Admitted June 30.  
 1919, June 30: Total service to date.  
 1919, July 1: Assistant paymaster, lieutenant (junior grade), Naval Reserve Force, class 1.  
 1919, October 27: Given the provisional rank of lieutenant (junior grade), with the grade of assistant paymaster in the Fleet Naval Reserve, class 1, to rank from July 1, 1919.  
 1919, December 31: Total service to date.  
 1920, May 1: Leave 14 days, from May 1 to 14, inclusive.  
 1920, July 15: Leave 14 days, from June 30 to July 13, inclusive.  
 1920, July 21: To the Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title No. 15, chapter 3, Revised Statutes. Upon completion continue under treatment.  
 1920, October 30: Found by Naval Retiring Board before which recently appeared incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and is result of an incident of service; and found totally incapacitated for naval service and 66⅔ per cent incapacitated for civilian occupation. September 29, 1920, the President of the United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Transferred to retired list of the United States Naval Reserve Force from September 29, 1920.  
 1920, November 6: Leave 14 days, October 23 to November 5, inclusive.  
 1920, November 17: Admitted naval hospital, Fort Lyon, Colo., from naval hospital, Key West, Fla., June 30, 1919; discharged to retired list November 15, 1920.  
 1920, October 20: Having been placed on the retired list, upon discharge from treatment, naval hospital, Fort Lyon, Colo., to home and relieved from all active duty. Retired pay at lieutenant (junior grade), after five years, \$1,650 per annum.

## JOHN HENRY O'LEARY.

Born in South Boston, Mass., June 23, 1895.

- 1917, June 12: Enrolled in United States Naval Reserve Force as ensign, class 2. Previous occupation: Enlisted, 1902; discharged, 1906.  
 1917, July 14: To navy yard, New York, N. Y., for duty in connection with the *Princess Irene* and for duty on that vessel when commissioned.  
 1917, July 14: Transferred to class 3, United States Naval Reserve Force.  
 1917, September 5: *Princess Irene* renamed *Pocahontas*.  
 1918, May 15: Promoted to lieutenant (junior grade), class 3, United States Naval Reserve Force.  
 1918, November 22: Admitted treatment naval hospital, New York, from *Pocahontas*.  
 1918, December 5: Upon discharge from naval hospital, New York, to duty *Pocahontas*.  
 1918, December 11: Detached *Pocahontas* to continue treatment naval hospital, New York. Upon discharge to duty supervisor, Naval Auxiliary Reserve, New York.  
 1919, January 28: To the commandant third naval district for an examination for retirement.

- 1919, February 18: Detached Naval Auxiliary Reserve, New York, N. Y. relieved from all active duty.
- 1920, June 7: The Naval Retiring Board found you incapacitated for service by reason of defective hearing in both ears and is the result of received in the performance of an act of duty. The President of the United States approved the proceedings and findings and directed that you be removed from active service and placed on the retired list in conformity with the provisions of section 1453 of the Revised Statutes and those of the act of October 3, 1917. Transferred to the retired list United States Naval Reserve Force December 14, 1919, in accordance with the above-named provisions. Rank held when last relieved from active duty, lieutenant (junior grade), after five years, \$1,650 per annum.

DANIEL J. O'NEILL.

Born in Worcester, Mass., September 9, 1895.

- 1918, May 23: Enrolled in the United States Naval Reserve Force. Previous occupation, student.
- 1918, November 15: Having enrolled in the United States Naval Reserve Force for a period of four years from May 23, 1918, hereby given the provisional grade of assistant paymaster with rank of ensign in the Naval Coast Defense Reserve, class 4; for general service.
- 1918, November 15: Accepted and executed oath of office. On duty at training camp, Pelham Bay Park, New York, N. Y.
- 1918, November 16: Upon execution of acceptance and oath of office to duty in supply department, navy yard, Norfolk, Va.
- 1918, December 31: Total service to date.
- 1919, January 20: Detached supply depot, fifth naval district, to duty at storehouse, Baltimore & Ohio Pier No. 5, Baltimore, Md.
- 1919, April 16: Detached naval storehouse, Baltimore, Md.; report to the district supervisor, Naval Overseas Transportation Service, Baltimore, Md. for transfer to the naval hospital, Annapolis, Md., for treatment.
- 1919, May 2: Transferred to the naval hospital, Fort Lyon, Colo.
- 1919, May 15: Admitted treatment naval hospital, Fort Lyon, Colo. Discharged October 30, 1920.
- 1919, December 31: Total service to date.
- 1920, July 6: Report to the president Naval Retiring Board for examination for retirement in conformity with title 15, chapter 3, Revised Statutes.
- 1920, August 10: Report to the Naval Retiring Board August 10, 1920, at Mare Island, Calif., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continued on active service at naval hospital, Mare Island, Calif.
- 1920, October 16: Found by Naval Retiring Board, before which he appeared, incapacitated for active service by reason of tuberculosis of the lungs, pulmonary, and that incapacity is permanent and is result of an incident of service, and found totally incapacitated both for naval service and civilian occupation. September 30, 1920, the President of the United States approved proceedings and findings of retiring board and directed retiree from active service and placement on retired list in conformity with the provisions of section 1453 of Revised Statutes and those of act of June 4, 1908. Transferred to retired list of Naval Reserve Force from September 30, 1920.
- 1920, October 20: Having been placed on retired list of the Naval Reserve Force upon discharge from treatment at naval hospital, Fort Lyon, Colo., home and relieved of all active duty. Retired pay as ensign, \$1,275 per annum.

VICTOR W. OVERTON, JR.

Born in Strang, Nebr., January 27, 1893.

- 1917, April 10: Enrolled in United States Naval Reserve Force. Previous occupation, stenographer.
- 1918, April 11: Having enrolled in the United States Naval Reserve Force for a period of four years, from April 10, 1917, hereby given the provisional grade of assistant paymaster, with rank of ensign in the Naval Coast Defense Reserve, class 4, for general service.
- 1918, April 20: Accepted and executed oath of office. On duty twelfth district.

- 5, May 28: Detached present duty to San Francisco, Calif. Report to cost inspector, United States Navy, for duty at Union Iron Works.
- 5, October 17: To superintendent, La Vina Sanitarium, Pasadena, Calif., for treatment and return.
- 5, December 31: Total service to date.
- 5, June 7: Admitted naval hospital, Fort Lyon, Colo., for treatment.
- 5, June 16: Detached to treatment naval hospital, Fort Lyon, Colo.
- 5, October 15: When directed, report to the president Naval Retiring Board, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion, continue treatment, naval hospital, Fort Lyon, Colo.
- 5, November 8: Found by Naval Retiring Board incapacitated for active service by reason of tuberculosis, chronic pulmonary, and that incapacity is permanent and was incurred in line of duty as result of incident of service. October 31, 1920, President of United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from October 31, 1920, in accordance with provisions of law above referred to.
- 5, November 10: Having been placed on retired list upon discharge from treatment at naval hospital, Fort Lyon, Colo., to home, upon arrival, relieved from all active duty. Retired pay as ensign, \$1,275 per annum.

JESSE K. PARK, JR.

Born in Connecticut September 25, 1885.

- 6, July 5: Commissioned ensign in the Naval Militia of Rhode Island.
- 7, April 7: Called into service to aviation camp, Pensacola, Fla.
- 7, June 15: Detached aviation camp, Pensacola, Fla., to naval air station, Squantum, Mass.
- 7, July 13: Promoted to lieutenant (junior grade), N. N. V.
- 7, September 17: Detached naval air station, Squantum, Mass., to command first naval district for duty connected with aviation.
- 7, October 31: Detached aviation first naval district to district enrolling officer for assignment.
- 8, July 1: Transferred to United States Naval Reserve Force by act of Congress.
- 8, July 18: Admitted United States naval hospital, Chelsea, Mass.
- 8, October 11: Upon discharge United States naval hospital, Chelsea, Mass., to district detail office, Boston, Mass.
- 8, October 14: Discharged from hospital.
- 8, December 11: Promoted to lieutenant, to rank from July 1, 1918, class 2.
- 9, October 3: Admitted treatment naval hospital, Chelsea, Mass.
- 9, December 2: Detached naval hospital, Chelsea, Mass., and honorably discharged from active service.
- 9, February 16: Orders of December 2, 1919, revoked. Report to medical officer in command naval hospital, Chelsea, Mass., for examination.
- 9, August 17: Found by Naval Retiring Board incapacitated for active service by reason of total loss of function left hand, partial right hand, left eyelids, and left side of face, caused by contractions resulting from scar tissue, which was caused by burns, and that incapacity is permanent and was incurred in line of duty as result of incident of service, and further found that disability is 75 per cent for service and same for civil occupation, which extent unable to earn a livelihood. August 7, 1920, President of United States approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of June 4, 1920. Accordingly transferred to the retired list of United States Naval Reserve Force from August 7, 1920, in accordance with above named provisions of law.
- 9, August 28: Having been placed on retired list of officers of United States Naval Reserve Force upon discharge from treatment naval hospital, Chelsea, Mass., to home and relieved from all active duty upon arrival. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

ROBERT S. RAYMOND.

Born in Brooklyn, N. Y., December 30, 1893.

- 1917, July 10: Enrolled in United States Naval Reserve Force. Occupation, architectural superintendent.
- 1917, September 23: Having enrolled in the United States Naval Reserve Force for a period of four years from July 13, 1917, hereby given the rank of ensign in the Naval Coast Defense Reserve, class 4, service.
- 1917, October 1: Accepted and executed oath of office. Report of commanding officer, naval training station, Great Lakes, Ill., for assignment to duty.
- 1917, November 9: Detached; duty under public works officer at Charleston, S. C.
- 1917, December 31: Total service to date.
- 1918, May 2: Temporary additional duty, to Paris Island, S. C., for assignment to duty.
- 1918, May 15: Temporary additional duty, to Paris Island, S. C., for assignment to duty.
- 1918, June 28: Temporary additional duty, marine barracks, Paris Island, S. C., and return.
- 1918, September 5: Authorized to perform repeated travel between Paris Island, S. C., and Charleston, S. C., in connection with duties.
- 1918, October 19: Transferred from line to staff as assistant civil engineer with rank of ensign.
- 1918, December 31: Total service to date.
- 1919, March 31: Total service to date.
- 1919, April 1: Assistant civil engineer, lieutenant (junior grade) in the Naval Reserve Force, class 2.
- 1919, June 10: Given the provisional grade of assistant civil engineer with rank of lieutenant (junior grade) in the Naval Reserve, class 2, from April 1, 1919.
- 1919, June 23: Transferred to class 2, as of April 1, 1919.
- 1919, June 27: Accepted and executed oath of office.
- 1919, September 30: Detached (marine barracks, Paris Island, S. C., for assignment to duty under the public works officer, twelfth naval district, San Diego, Calif., and return.
- 1919, December 31: Total service to date.
- 1920, September 15: Given the confirmed commission as assistant civil engineer with rank of lieutenant (junior grade) in the Naval Reserve, class 2, from October 1, 1919.
- 1920, October 5: Accepted and executed oath of office of confirmed commission as assistant civil engineer with rank of lieutenant (junior grade) in the Naval Reserve, class 2, from October 1, 1919.
- 1920, October 8: To examination for permanent appointment as assistant civil engineer (junior grade) (Civil Engineer Corps), United States Navy, Mare Island, Calif., October 20, 1920, and return.
- 1920, December 31: Total service to date.
- 1921, January 13: Admitted treatment, naval hospital, San Diego, Calif., for examination for retirement in conformity with title 15, chapter 15, Statutes. Upon completion, return to San Diego, Calif., and continued treatment at naval hospital.
- 1921, February 28: Found by board of medical examiners, before which he appeared for examination for appointment to permanent rank of lieutenant (junior grade), United States Navy, not physically qualified to perform duties at sea, owing to valvular disease chronic cardiac; deficient according to prescribed naval standard; height, 70½ inches, weight, 122 pounds (22 pounds under weight), and recommended further treatment physically in six months in order to ascertain extent of incapacity.
- 1921, Secretary of Navy approved findings and recommendations of medical examiners. Accordingly about August 10, 1921, order was issued directing appearance before board of medical examiners at San Diego, Calif.
- 1921, May 3: Detached (eleventh naval district, San Diego, Calif., for assignment to duty under treatment, naval hospital, San Diego, Calif., and return.
- 1921, June 4: Found by Naval Retiring Board, before which he appeared, that incapacity for active service by reason of chronic valvular disease of the heart that incapacity is permanent and was incurred in line of duty in the incident of service subsequent to appointment as lieutenant (junior grade) (Civil Engineer Corps), United States Naval Reserve Force; that he is incapacitated for both naval service and civilian occupation. The President of the United States approved proceedings and findings.



Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of the Revised Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from May 26, 1921, in accordance with above-named provisions of law. Retired pay as lieutenant (junior grade), \$1,500 per annum.

JOHN J. BELIHAN.

Born in Chicago, Ill., October 23, 1894.

- 1917, May 15: Enrolled in the United States Naval Reserve Force. Previous occupation, student.
- 1917, December 7: Having enrolled in the United States Naval Reserve Force for a period of four years from May 15, 1917, hereby given the provisional rank of ensign in Naval Coast Defense Reserve, class 4, for general service.
- 1917, December 11: Accepted and executed oath of office. On duty Reserve Officers' School, fifth naval district. Detached (fifth naval district) to duty, report to commanding officer naval operating base, Hampton Roads, Va.
- 1917, December 31: Total service to date.
- 1918, December 31: Total service to date.
- 1919, September 4: To president Navy Retiring Board, Norfolk, Va., for examination for retirement. Upon completion await orders at Norfolk, Va.
- 1919, October 21: Detached (fifth naval district), and await orders at Washington, D. C.
- 1919, December 20: Leave, 10 days, and 4 days travel time.
- 1919, December 31: Total service to date.
- 1920, June 7: Found incapacitated by Navy Retiring Board as result of an incident of the service. President approved proceedings and findings, under date of December 17, 1919, and directed that he be retired from active service and placed on the retired list.
- 1920, June 18: Having been placed on retired list, proceed to home. Retired pay as ensign, \$1,275 per annum.

HERBERT WEBSTER RICHTER.

Born in Philadelphia, Pa., October 19, 1891.

- 1917, April 4: Enrolled in the United States Naval Reserve Force as ensign, class 4. Previous occupation, no record. Orders to fourth naval district missing.
- 1917, July 31: Detached fourth naval district for duty on board O. W. Douglas.
- 1918, February 14: Transferred from class 4 to class 3, United States Naval Reserve Force. Orders to leaves missing.
- 1918, April 7: Detached, leaves to duty United States Naval Base Hospital No. 5 Brest, France.
- 1918, April 15: Detached Naval Base Hospital No. 5 to United States via Great Northern. Upon arrival, to naval hospital, New York, for treatment.
- 1918, May 25: Leave, 10 days, May 15 to 24, inclusive.
- 1918, April 26: Admitted treatment naval hospital, New York, N. Y. Discharged from hospital June 24. Orders to naval hospital, Fort Lyon, Colo., missing.
- 1918, July 11: Admitted to naval hospital, Fort Lyon, Colo.
- 1919, May 29: Upon discharge from naval hospital, Fort Lyon, Colo., relieved from active duty.
- 1920, August 17: Report to commandant fourth naval district, Philadelphia, Pa., and when directed by him to appear before a board of medical survey in order to determine condition and to recommend disposition.
- 1920, September 20: To Naval Retiring Board, Navy Building, Washington, D. C., for examination for retirement, in conformity with title 15, chapter 3, Revised Statutes.
- 1920, November 15: Proceedings of retiring board approved by President of the United States under date of November 2, 1920; accordingly transferred to retired list of United States Naval Reserve Force in conformity with provisions of section 1453 of the Revised Statutes and those of the act of June 4, 1920. Rank held when last relieved from active duty, ensign. Retired pay as ensign, \$1,275 per annum.

## JAMES LIGHTFOOT RISK.

Born in Nagasaki, Japan, October 12, 1867.

- 1917, April 12: Enrolled in the United States Naval Reserve Force, first class, second class 4. Previous occupation, no record. To duty as ensign, district.
- 1917, July 9: Assigned to duty as section commander, fourth section, naval district, Key West, Fla.
- 1918, October 31: Detached, seventh naval district, Key West, Fla., to Overseas Transportation Service, New York, for duty.
- 1918, November 7: Orders of October 31 hereby revoked.
- 1918, December 28: Temporary additional duty, Miami, Fla., to *Marpessa* scout patrol No. 787, and return.
- 1919, January 17: Appointed member of the district section of joint vessel board of the seventh naval district.
- 1919, March 7: Detached seventh naval district and relieved from duty.
- 1919, May 24: Orders of March 7 relieving from active duty hereby revoked.
- 1919, June 2: Detached seventh naval district to Fort Lyon, Colo., as commanding officer, naval hospital, for treatment.
- 1919, August 29: Report to the president, Naval Retiring Board, Fort Lyon, Colo., September 10, 1919, for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at Fort Lyon.
- 1919, September 13: Orders of August 29 modified; proceed to Fort Lyon, Calif., and report September 23 to the commandant, navy yard, Fort Lyon, Calif., directed, to the president Navy Retiring Board for examination for retirement in accordance with title 15, chapter 3, Revised Statutes. Upon completion, return to the naval hospital, Mare Island, Calif., for treatment.
- 1920, April 21: Upon discharge naval hospital, Fort Lyon, Colo., for sick leave. Upon expiration, report to the naval hospital, Fort Lyon, Colo., for physical examination and upon completion await orders.
- 1920, October 26: Admitted naval hospital, Fort Lyon, Colo., for sick leave.
- 1920, November 10: To Naval Retiring Board, naval hospital, Fort Lyon, Colo., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at Fort Lyon.
- 1921, February 16: Upon discharge treatment naval hospital, Fort Lyon, Colo., to home and await orders. Upon being placed on retired list continue on active duty.
- 1921, February 19: Found by Naval Retiring Board incapacitated for service by reason of tuberculosis, chronic, pulmonary, incapacitated by incident of service subsequent to assumption of rank of lieutenant. Found incapacitated for naval service and 75 per cent incapacitated for occupation. February 5, 1921, President of the United States, by order of Naval Retiring Board and directed retirement from active duty and placement on retired list in conformity with section 1501 of the Statutes, and act of June 4, 1920. Accordingly transferred to the United States Naval Reserve Force from February 5, 1921, when last relieved from active duty, ensign. Retired pay as per annum.

## CLIFFORD JAMES SANGHOVE.

Born in Grand Forks, N. Dak., June 17, 1885.

- 1918, June 11: Enrolled in the United States Naval Reserve Force, first class, class 3. Previous occupation, machinist's mate, second class, Navy. To the district supervisor, Naval Overseas Transportation Service, Norfolk, Va., for assignment.
- 1918, July 6: Detached Naval Overseas Transportation Service, Norfolk, Va., and to the *Ticonderoga*.
- 1918, September 30: *Ticonderoga* torpedoed and sunk.
- 1918, October 11: Detached *Ticonderoga* and to home and await orders. En route to commandant of sixth naval district for treatment at naval hospital if necessary; reported for treatment naval hospital, sixth naval district, and remained until ordered to New York.

- 1918, October 14: Two weeks after arrival home report to the supervisor Naval Auxiliary Reserve, New York, for assignment.
- 1918, November 21: To the supervisor Naval Auxiliary Reserve, New York, and further report to the commandant third naval district for temporary duty in connection with court of inquiry. Upon completion of temporary duty report to the supervisor Naval Auxiliary Reserve, New York, N. Y.
- 1919, January 24: Promoted to lieutenant (junior grade), class 3, United States Naval Reserve Force.
- 1919, February 7: Report on February 16, 1919, to the president of the Navy retiring board, third naval district, for examination for retirement and return.
- 1919, March 15: Detached Naval Auxiliary Reserve, New York, N. Y., and to district supervisor, Naval Overseas Transportation Service, Charleston, S. C., for duty.
- 1919, May 1: Detached Naval Overseas Transportation Service, Charleston, S. C., and relieved from active duty.
- 1919, May 19: Orders of May 1, 1919, revoked; continue duty under district supervisor, Naval Overseas Transportation Service, Charleston, S. C.
- 1919, May 26: Detached Naval Overseas Transportation Service, Charleston, S. C., and to naval hospital, Washington, D. C., for treatment.
- 1919, June 3: Admitted treatment naval hospital, Washington, D. C. Discharged from hospital July 8, 1919.
- 1919, June 25: Found incapacitated by the naval retiring board for service by reason of suffering from multiple injuries. Incapacity is permanent and was incurred in line of duty as result of an incident of the service during an engagement of the *Ticonderoga* and a German submarine. Findings of the board approved by President of United States under date of June 5, 1919. Transferred to the retired list of the United States Naval Reserve Force in accordance with the provisions of law.
- 1919, June 28: Placed on retired list by the Secretary of the Navy upon discharge from naval hospital, Washington, D. C., to home, and relieved from active duty. Rank held when last relieved from active duty lieutenant (junior grade). Retired pay as lieutenant (junior grade), \$1,500 per annum.

VICTOR OSCAR SAPHRO.

Born in Odessa, Russia, March 15, 1885.

- 1918, August 21: Enrolled in the United States Naval Reserve Force as lieutenant (junior grade), (Medical Corps), class 4. Previous occupation, no record.
- 1918, September 28: To duty twelfth naval district, San Francisco, Calif., for duty.
- 1918, December 26: Admitted treatment United States Naval Hospital, Mare Island, Calif.
- 1919, January 24: Granted sick leave of absence for 60 days.
- 1919, April 9: Detached, twelfth naval district, navy yard, Mare Island, Calif., and relieved from active duty.
- 1919, May 19: Orders of April 9, 1919, hereby revoked; detached, twelfth naval district and relieved from active duty.
- 1919, June 17: Orders of May 19, 1919, revoked; carry out orders of April 9, 1919, to inactive duty.
- 1919, June 30: Admitted treatment United States Naval Hospital, Fort Lyon, Colo., for treatment.
- 1919, September 16: On October 6, 1919, to the president Navy Retiring Board, Fort Lyon, Colo., for examination for retirement.
- 1920, March 30: Authorized admission to the naval hospital, Fort Lyon, Colo., as a supernumerary for care and treatment.
- 1920, September 4: Report to the commandant navy yard, Mare Island, Calif., September 21, 1920, and, when directed, to the president Naval Retiring Board for examination for retirement, in conformity with title 15, chapter 3, Revised Statutes.
- 1920, December 11: Retired as of December 2, 1920, by reason of chronic pulmonary tuberculosis, mitral insufficiency, chronic nephritis, and defective vision, incurred in line of duty. Rank held when last relieved from active duty, lieutenant (junior grade), (Medical Corps). Retired pay as lieutenant (junior grade), \$1,500 per annum.

RALPH H. SAWYER.

Born in Framingham, Mass., January 30, 1895.

- 1917, December 14: Enrolled in United States Naval Reserve Force, occupation, instructor.
- 1918, May 17: Having enrolled in the United States Naval Reserve Force, period of four years from December 14, 1917, hereby given rank of ensign in the Naval Flying Corps, class 5 for general duty.
- 1918, May 21: Accepted and executed oath of office. To command district, for duty. Further report, Massachusetts Institute of Technology, for duty.
- 1918, July 17: To temporary additional duty, Buffalo, N. Y.; Dayton, Ohio, Philadelphia, Pa.; New York, N. Y.; and return to duty.
- 1918, September 6: Detached to duty, Bureau of Construction and Repair, Washington, D. C.
- 1918, September 17: To naval hospital, Washington, D. C., for treatment.
- 1918, September 12: Additional temporary duty to Akron, Ohio, for duty.
- 1918, November 27: Detached (Bureau of Construction and Repair, Washington, D. C.), continue treatment United States Naval Hospital, Washington, D. C.
- 1918, December 31: Total service to date.
- 1919, January 29: Granted sick leave, 60 days.
- 1919, April 5: Admitted treatment, United States Naval Hospital, Washington, D. C.
- 1919, May 12: Upon discharge from naval hospital, Washington, D. C., from active duty.
- 1919, July 28: Recalled to active duty, reported to commandant, district, Boston, Mass., when directed to Naval Retiring Board for retirement. Upon completion of examination, reported to first naval district for temporary duty.
- 1919, October 6: Found by Naval Retiring Board incapacitated for duty by reason of partial paralysis of the left leg and that incapacitation is the result of a disease, acute anterior poliomyelitis, and in line of duty from causes incident to the service. September 1919, the United States approved proceedings of the Naval Retiring Board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453, Revised Statutes, the act of July 1, 1918. Transferred to the retired list of the Naval Reserve Force September 20, 1919.
- 1919, October 10: Upon completion of temporary duty with commandant, naval district, Boston, Mass., relieved from active duty. Ensign, \$1,275 per annum.

ISAIAH FRANK SHURTLEFF.

Born in Carver, Mass., July 12, 1858.

- 1917, July 20: Enrolled in the United States Naval Reserve Force, commander, class 3. On duty in command of *Cæsar*. Previous first officer in Naval Auxiliary Service.
- 1917, November 28: Detached *Cæsar* to supervisor, Naval Auxiliary Reserve, San Francisco, Calif., for duty.
- 1918, January 15: Proceed to New York, N. Y., and report to supervisor, Naval Auxiliary Reserve, for duty.
- 1918, January 24: Detached Naval Auxiliary Reserve, New York, N. Y., via Washington, D. C., for duty with assistant supervisor, Naval Overseas Transportation Service.
- 1918, February 16: To temporary additional duty on *Ticonderoga*.
- 1918, April 15: Temporary additional duty on *American* and return to duty.
- 1918, April 21: Temporary additional duty on *Corozal* and return to duty.
- 1918, May 4: Temporary additional duty on *Pondo* and return to duty.
- 1918, May 21: Detached Naval Overseas Transportation Service to duty as commodore of merchant convoys, New York, N. Y., to supervisor, Naval Auxiliary Reserve, New York, N. Y., for active duty.
- 1918, June 1: Proceed on *Panaman* as vice commodore of convoy, June 2. Upon arrival at destination return to New York via *Washington*.
- 1918, July 26: Proceed on board the *Alaskan* as vice commodore of merchant convoys, upon arrival at destination return to New York via the *Leriat*.

- 1918, August 27: Proceed on *El Sol* as vice commodore of convoy. Upon completion return to New York via the *Tenadores*.
- 1918, October 19: Proceed on *Tirives* as commodore of convoy. Upon arrival at port of destination submit all reports required. Upon completion return to New York via the *Santa Luisa*.
- 1918, December 11: Detached Naval Auxillary Reserve, New York, N. Y., to supervisor, Naval Overseas Transportation Service, Norfolk, Va.
- 1919, February 1: Detached Naval Overseas Transportation Service, Norfolk, Va., to duty on board *Ternate* as commanding officer.
- 1919, February 4: Detached *Ternate* to supervisor, Naval Overseas Transportation Service, Norfolk, Va., for duty.
- 1919, March 6: Appointed senior member of a board of survey to inspect, upon redelivery to owner, ships that have been chartered direct from owners by Navy at Norfolk, Va.
- 1919, March 21: Admitted naval hospital for treatment at Norfolk, Va.
- 1919, April 14: Detached Naval Overseas Transportation Service, Norfolk, Va., to duty on *Cesar* as commanding officer as relief.
- 1919, November 14: Promoted to commander, United States Naval Reserve Force, class 3.
- 1920, July 26: Leave, 19 days, July 7 to 25, inclusive.
- 1920, December 27: Admitted treatment, naval hospital, Norfolk, Va.
- 1921, January 19: Report Naval Retiring Board, naval hospital, Washington, D. C., February 14, 1921, for examination for retirement, in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue under treatment at naval hospital, Norfolk, Va.
- 1921, April 7: Detached *Cesar* and to receiving barracks, Hampton Roads, Va., for duty.
- 1921, July 6: Retired as of June 28, 1921, by reason of arteriosclerosis, incurred in line of duty. Rank held when last relieved from active duty, commander. Retired pay as commander, \$2,625 per annum.

GEORGE WASHINGTON SMITH, JR.

Born in Hollidaysburg, Pa., November 30, 1868.

- 1917, November 15: Enrolled in the United States Naval Reserve Force as lieutenant (junior grade) class 4, three. Previous occupation, merchant marine service.
- 1918, January 17: To duty Naval Auxillary Reserves, New York, N. Y.
- 1918, February 2: Detached Naval Auxillary Reserves, New York, N. Y., to duty on board *George Washington*. Transferred from class 4 to class 3, United States Naval Reserve Force.
- 1918, February 2: Transferred from class 4 to class 3, United States Naval Reserve Force.
- 1918, May 31: Detached *George Washington* to United States naval hospital, New York, N. Y., for treatment. Upon discharge report to supervisor, Naval Auxillary Reserves, New York, N. Y.
- 1918, July 6: To duty Naval Auxillary Reserves, New York, N. Y.
- 1918, July 17: Orders of July 6, 1918, revoked.
- 1918, July 30: Granted six weeks' sick leave of absence. Upon expiration of leave report to supervisor, Naval Auxillary Reserves, New York, N. Y.
- 1918, September 13: Promoted to lieutenant, United States Naval Reserve Force, class 3. Detached Naval Auxillary Reserves, New York, N. Y., to duty on board *Montclair* as chief engineer.
- 1918, October 14: Detached *Montclair* to duty Naval Overseas Transportation Service, Norfolk, Va.
- 1918, October 23: Detached Naval Overseas Transportation Service, Norfolk, Va., to treatment, United States naval hospital, Norfolk, Va.
- 1918, October 27: Discharged treatment, United States naval hospital, Norfolk, Va., to United States naval hospital, Brooklyn, N. Y.
- 1919, January 27: To commandant, third naval district, for examination for retirement.
- 1919, March 14: Orders of January 27, 1919, revoked.
- 1919, April 29: Upon discharge from naval hospital, Brooklyn, N. Y., proceed home and relieved from active duty.
- 1921, February 16: Authorized to report commandant, fourth naval district, for special examination by board of medical survey to determine condition and recommendation as to disposition.

1921, May 2: Found by Naval Retiring Board incapacitated for duty by reason of old fracture, with ankylosis, right hip; incapacitated and incurred in line of duty as result of an incident. President of the United States approved proceedings and found him fit for duty. Retiring Board and placed on the retired list. Transferred to United States Naval Reserve Force from April 1, 1921. Rank held when last relieved from active duty, lieutenant. Retired pay, \$1,800 per annum.

FRANK OLCESE STOAKES.

Born in Oakland, Calif., July 6, 1894.

1917, December 15: Enrolled in the United States Naval Reserve Force (junior grade) (M. C. D. C.), class 4. Previous occupation, machinist.  
 1918, January 23: To duty, Mare Island, Vallejo, Calif.  
 1918, October 30: To examination for appointment in United States Navy.  
 1918, December 17: Admitted treatment, naval hospital, Mare Island.  
 1918, December 24: Sick leave, 30 days, beginning January 10, 1919.  
 1919, January 3: Transferred from class 4 to class 2, United States Naval Reserve Force as of July 1, 1918.  
 1919, January 11: Detached navy yard, Mare Island, Calif., upon sick leave and to naval hospital, Fort Lyon, Colo., for treatment.  
 1919, February 15: Admitted treatment, naval hospital, Fort Lyon.  
 1919, May 25: Promoted to lieutenant, United States Naval Reserve Force, class 2, to rank from July 1, 1918.  
 1920, July 22: Report to the president Naval Retiring Board for retirement in conformity with title 15, chapter 3, Revised Statutes, for completion, continue treatment naval hospital, Fort Lyon, Colo.  
 1920, October 14: Found by Naval Retiring Board incapacitated for duty by reason of tuberculosis, chronic pulmonary; that incapacitated and result of incident of service; that totally incapacitated for service and 66 2/3 per cent incapacitated for civilian occupation. President of the United States approved proceedings of retiring board and directed retirement from active service on retired list in conformity with provisions of section 1501, Statutes and those of act of June 4, 1920. Accordingly transferred to retired list of United States Naval Reserve Force from September 1, 1920, in accordance with provisions of law above referred to.  
 1920, October 18: Having been placed on the retired list of United States Naval Reserve Force upon discharge from treatment, Fort Lyon, Colo., to home and relieved from all active duty. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

MICHAEL BUTLER SULLIVAN.

Born in Philadelphia, Pa., November 20, 1884.

1917, April 13: Enrolled in the United States Naval Reserve Force (junior grade), class 2. Previous occupation, machinist.  
 1917, May 3: To duty navy yard, Philadelphia, Pa., in connection with *Prinz Eitel Frederick* and for duty aboard when commissioned.  
 1917, May 9: Name of *Prinz Eitel Frederick* changed to *De Kalb*.  
 1917, December 6: Leave six days, November 29, to December 4.  
 1918, January 24: Admitted treatment naval hospital, League Island.  
 1918, February 5: Detached *De Kalb*; upon discharge from hospital, supervisor Naval Auxiliary Reserve, New York, N. Y.  
 1918, February 20: Transferred to class 3, this date.  
 1918, March 4: Promoted to lieutenant, United States Naval Reserve Force, class 3. Detached Naval Auxiliary Reserve, New York, N. Y., aboard the *Bavaria*.  
 1918, May 23: Report to supervisor Naval Auxiliary Reserve, New York, for duty.  
 1918, July 18: Detached Naval Auxiliary Reserve, New York, N. Y., supervisor Naval Auxiliary Reserve, San Francisco, Calif., for duty.  
 1918, October 1: Detached Naval Auxiliary Reserve, San Francisco, Calif., aboard the *Challenger* for duty in connection with fitting out and on board.

- 1919, January 20: Detached *Challenger* and report to United States naval hospital for treatment. Upon discharge from hospital report to commandant eighth naval district for duty.
- 1919, February 28: Detached eighth naval district to supervisor Naval Auxiliary Reserve, New York, for duty.
- 1919, March 14: Detached Naval Auxiliary Reserve, New York, N. Y., to district supervisor Naval Overseas Transportation Service, Philadelphia, Pa., for duty on board *Newport News* as chief engineer.
- 1919, September 19: Detached *Newport News* to naval hospital, Mare Island, Calif., for treatment.
- 1920, March 22: Upon discharge from naval hospital, Mare Island, Calif., honorably discharged from active duty.
- 1921, February 4: Authorized to report to commandant fourth naval district for examination by board of medical survey to determine condition and recommendation as to disposition.
- 1921, February 11: Admitted naval hospital, League Island, Pa., February 8, from inactive duty. Discharged from hospital February 11, 1921.
- 1921, April 28: Found incapacitated for active service by Naval Retiring Board. Incapacity is permanent and incurred in line of duty as result of incident of service. President of United States, under date of April 23, 1921, approved proceedings and findings of Naval Retiring Board and directed retirement from active service and placed on retired list. Transferred to retired list of officers of United States Naval Reserve Force from April 23, 1921. Rank held when last relieved from active duty, lieutenant. Retired pay as lieutenant, \$1,800 per annum.

## EARL M. SUTHERLAND.

Born in Algiers, La., September 1, 1896.

- 1918, February 14: Enrolled in the United States Naval Reserve Force. Previous occupation, oiler.
- 1918, May 23: Having enrolled in the United States Naval Reserve Force for a period of four years from February 14, 1918, hereby given provisional rank of ensign (E.) in the Naval Coast Defense Reserve, class 4, for class 3. Accepted and executed oath of office. To duty abroad U. S. S. *Santa Rosalia*.
- 1918, December 6: Detached (*Santa Rosalia*) to naval hospital, Annapolis, Md., for treatment. Upon discharge, naval hospital, to duty Naval Overseas Transportation Service, Baltimore, Md.
- 1918, December 31: Total service to date.
- 1919, March 31: Detached (office Naval Overseas Transportation Service, Baltimore, Md.) to duty on board the U. S. S. *Houina*.
- 1919, July 3: Admitted treatment, naval hospital, New York, N. Y. Discharged July 18, 1919.
- 1919, July 9: Detached (*Houina*) to temporary duty, Naval Overseas Transportation Service, third naval district, New York, N. Y. Upon completion of temporary duty, relieved from all active duty.
- 1919, July 25: Orders of July 9, 1919, revoked. Detached (*Houina*), continue treatment, naval hospital, New York, N. Y. Report to the president Navy Retiring Board, third naval district, New York, N. Y., for examination for retirement in conformity with title 15, chapter 3, Revised Statutes. Upon completion continue treatment, naval hospital, New York.
- 1919, July 31: Admitted treatment, naval hospital, New York, N. Y. Discharged August 8, 1919.
- 1919, August 13: Admitted treatment, naval hospital, New York, N. Y.
- 1919, November 3: Found by Naval Retiring Board before which appeared August, 1919, incapacitated for active service by reason of incised wound in right cornea, resulting in scarring of cornea and iris and total loss of vision of right eye; that incapacity permanent and was incurred in line of duty as result of incident of service. January 14, 1920, President of United States approved proceedings and findings of retiring board and directed retirement from active service and placement on retired list in conformity with provisions of section 1453 of Revised Statutes and those of act of July 1, 1918. Accordingly transferred to retired list United States Naval Reserve Force from this date in accordance with provisions of law above referred to. Having been placed on the retired list of officers of the United States Naval Reserve Force upon discharge from treatment at naval hospital, New York, N. Y., to home, and upon arrival relieved from all active duty. Retired pay as ensign, \$1,275 per annum.

EDWARD S. TALBOT, JR.

- Born in Sandwich, Mass., September 2, 1894. Previous occupation, engineer.
- 1917, December 14: Enrolled in the United States Naval Reserve Force, class 4.
- 1917, December 28: To naval training station, Great Lakes, Ill.
- 1918, August 12: Detached duty naval training station, Great Lakes, Ill., office of assistant superintendent Naval Auxiliary Reserve, Cleveland, Ohio.
- 1918, October 31: Authorized to report to board of medical examination, 11, 1918, for physical examination, and on November 12, 1918, to board of examining board for professional examination to determine fitness for appointment as assistant lieutenant surgeon in United States Naval Reserve Force, class 4.
- 1919, February 15: Detached duty office of superintendent Naval Auxiliary Reserve, Cleveland, Ohio, to temporary duty receiving ship, New York, N. J.
- 1919, February 22: Detached receiving ship, New York, to temporary duty, Caldwell, N. J., for duty.
- 1919, March 28: Detached Caldwell, N. J., to naval ammunition depot, Denmark, Dover, N. J., for duty.
- 1919, June 10: Upon completion of duties at naval ammunition depot, Denmark, N. J., return to Caldwell, N. J., report to commanding officer and resume former duties.
- 1919, September 25: Detached duty rifle range, Caldwell, N. J., to temporary duty, New York.
- 1919, September 29: Transferred from class 4 to class 2, United States Naval Reserve Force, to rank from March 1, 1919.
- 1919, December 22: Temporary additional duty to Dover, N. J., as naval inspector of ordnance in charge naval ammunition depot, Dover, N. J.
- 1920, April 10: Promoted to lieutenant (M. C. D. S.) United States Naval Reserve Force, class 2, to rank from June 16, 1919.
- 1920, June 19: Admitted United States Naval Hospital, New York, N. J.
- 1920, July 14: To naval hospital, Fort Lyon, Colo., for treatment.
- 1920, August 11: Admitted naval hospital, Fort Lyon, Colo.
- 1921, March 2: Authorized to appear Naval Retiring Board for retirement from naval hospital, Fort Lyon, Colo. Upon completion, continue treatment at same place.
- 1921, May 14: Found by Naval Retiring Board to be incapacitated for service by reason of tuberculosis (chronic pulmonary), the result of the service, and totally incapacitated for active naval occupation. May 3, 1921, the President of United States approved retirement and placement upon retired list from May 3, 1921.
- 1921, May 17: Having been placed on retired list as of May 3, 1921, discharge from naval hospital, Fort Lyon, Colo., proceed home, arrival relieved from all active duty.
- Rank held when last relieved from active duty, Lieutenant. Pay, \$1,800 per annum.

CHARLES TURNER.

Born in Jersey City, N. J., June 18, 1883.

- 1918, January 5: Enrolled as lieutenant (junior grade), United States Naval Reserve Force, class 4, three.
- Previous occupation, chief engineer.
- 1918, February 9: To duty, office of superintendent Naval Auxiliary Reserve, New York, N. Y.
- 1918, February 20: Promoted to lieutenant, United States Naval Reserve Force, class 4, three. Detached to Philadelphia, Pa., connection the duty aboard as chief engineer when placed in commission.
- 1918, November 9: *Scatia* sunk this date.
- 1918, November 19: Proceed to district superintendent, Naval Overseas Transportation Service, Philadelphia, Pa., for assignment.
- 1918, December 11: Orders of November 19, 1918, modified to read district superintendent, Naval Overseas Transportation Service, Philadelphia, Pa., upon discharge from treatment by medical officer.
- 1919, January 7: Detached Naval Overseas Transportation Service, Philadelphia, Pa., and to duty Naval Auxiliary Reserve, New York.



ry 10: Detached Naval Auxiliary Reserve, New York, and to duty on *New Windsor* as chief engineer when commissioned.

ary 23: Detached *New Windsor*, to duty Naval Auxiliary Reserve, k.

1 1: Temporary additional duty to Pittsburgh, Pa., for duty under n at United States Navy School of Turbine Engineering and return.

1: Detached Naval Auxiliary Reserve, New York, and to duty as neer on board the *Eten*.

7: Promoted to lieutenant commander, United States Naval Re- ce, three, to rank from May 28, 1919.

st 8: Detached *Eten*, to duty under district superintendent, Naval Transportation Service, Norfolk, Va.

st 27: Detached office of district superintendent, Naval Overseas ation Service, Norfolk, Va., and to duty in connection with fitting *auceah*, and on board as chief engineer when commissioned.

r 10: Detached *Kaucah*, relieved from all active duty.

r 29: Authorized to report to medical officer in command naval hos- gue Island, Pa., for examination to determine condition and recom- 1 as to disposition.

ber 27: Authorized to report to medical officer in command naval League Island, Philadelphia, Pa., for further observation and treat-

ary 21: Transferred to the retired list of the United States Naval orce as of February 5, 1921, by reason of partial ankylosis, inflamma- ght knee, injury to function left eye, result of explosion which sank *S. Seattle*, and found by Naval Retiring Board to be a permanent in-

when last relieved from active duty, lieutenant commander. Retired utenant commander, \$2,250 per annum.

#### JOHN ROPER WARFEL.

Ill Creek, Pa., August 6, 1859.

o: Enrolled in the United States Reserve Force as lieutenant, class 4. ccupat on, served in merchant marine.

o: To duty navy yard, Philadelphia, Pa., for survey of merchant

ber 12: Detached fourth naval district survey of merchant vessels y with machinery division of navy yard, Philadelphia, Pa.

ry 18: To Scranton, Pa., in connection with investigating avail- portable boilers for yard use and return.

ry 20: Detached machinery division navy yard, Philadelphia, Pa., commandant navy yard for duty as assistant to senior member of urvey, appraisal, and sale.

24: Promoted to lieutenant commander, United States Reserve rank from April 21, 1919.

o: Repeated travel orders between Philadelphia, Pa., and New York, l between Philadelphia, Pa., and such places within fourth naval may be necessary in connection with duties as member of board of praisal, and sale, Philadelphia, Pa.

l: To Washington, D. C., for consultation with Bureau of Ordnance proving grounds in regard to disposition of excess material.

ber 30: Repeated travel orders between Philadelphia, Pa., and New . and between Philadelphia, Pa., and such places within the fourth rict as may be necessary in connection with duties as member of rvey, appraisal, and sale, Philadelphia, Pa.

y 9: Repeated travel orders between Philadelphia, Pa., and New C., and between Philadelphia, Pa., and such places within fourth rict as may be necessary in connection duties as member of board appraisal, and sale, Philadelphia, Pa. This authority includes rmed beginning and including December 31, 1919, and will termi- 30, 1920.

: Admitted naval hospital, League Island, Pa.

2: Detailed duty fourth naval district; honorably discharged from lee in the Navy.

- EDWARD WILLIAM WEST.

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## JAMES C. WICKER.

Born in Baltimore, Md., December 8, 1895.

- 1917, June 9: Enrolled in United States Naval Reserve Force. Previous occupation, student.
- 1918, July 8: Having enrolled in the United States Naval Reserve Force for a period of four years from June 9, 1917, hereby given the provisional rank of ensign in the Naval Reserve Flying Corps, class 5, general service. Accepted and executed oath of office. Appointed a student naval aviation for duty involving actual flying in aircraft, including dirigibles, balloons, and airplanes. Appointed a naval aviator for duty involving actual flying in aircraft, including dirigibles, balloons, and airplanes. On duty naval air station, Pensacola, Fla. Upon execution of acceptance and oath of office detached (naval air station, Pensacola, Fla.), and to Miami, Fla., for duty under instruction. Upon completion to Washington, D. C., and report to supervisor Naval Reserve Flying Corps for temporary duty.
- 1918, July 10: Detached (office of naval operations), proceed to New York and report to commandant third naval district for passage to France. Report to commander naval forces in Paris, France, for duty. Authorized to delay 10 days.
- 1918, August 19: Proceed to Paris for duty as assigned.
- 1918, August 23: Proceed to Montchic-Lacanau (Gironde) naval air station for course of instruction. Upon completion to St. Inglenert for duty.
- 1918, November 18: Admitted treatment naval base hospital No. 5, Brest, France.
- 1918, December 4: Detached (treatment Navy base hospital No. 5) to United States via Manchuria. Upon arrival in United States to naval hospital, New York for treatment.
- 1918, December 21: Admitted treatment naval hospital, New York.
- 1918, December 31: Total service to date.
- 1919, January 25: To naval retiring board for examination for retirement. Upon completion continue treatment naval hospital, New York.
- 1919, October 6: Found by Navy Retiring Board incapacitated for active service by reason of depressed fracture of the right malar bone, encroaching upon the right or bital space, and also impacted fracture of the last dorsal vertebrae, and is the result of an incident of the service, incurred subsequent to appointment as an ensign in the United States Naval Reserve Force. September 29 the President of United States approved proceedings and findings of the naval retiring board and directed retirement from active service and placement on the retired list in conformity with the provisions of section 1453 of the Revised Statutes and those of the act of July 1, 1918. Transferred to the retired list of the United States Naval Reserve Force September 29, 1919.
- 1919, October 10: Detached (naval hospital, New York, N. Y.) and relieved from active duty. Retired pay as ensign, \$1,275 per annum.

## HARRY J. WILSON.

Born in Tacoma, Pierce County, Wash., January 17, 1893.

- 1918, July 31: Having enrolled in the United States Naval Reserve Force for a period of four years from July 31, 1918, hereby given the provisional grade of boatswain (warrant; deck duties only) in the Naval Coast Defense Reserve, class 4, for duties in class 3. No record of previous civilian occupation.
- 1918, August 6: Accepted and executed oath of office. To Navy recruiting station, Seattle, Wash. When further directed, to supervisor, Naval Auxiliary Reserve, San Francisco, Calif.
- 1918, September 4: Detached, Naval Auxiliary Reserve, San Francisco, Calif., and to Puget Sound, Wash., for duty in connection with a class 3 vessel and on board when commissioned.
- 1918, September 20: Orders "to duty class 3 vessel" modified. To duty in connection fitting out *Williamantic* and on board when commissioned.
- 1918, October 11: Leave, four days, October 7 to 10, inclusive.
- 1918, December 2: Total service to date.
- 1918, December 3: Having enrolled in the United States Naval Reserve Force for a period of four years from August 6, 1918, hereby given the provisional rank of ensign in the Naval Auxiliary Reserve, class 3. Accepted and executed oath of office.

- 1918, December 31: Total service to date.
- 1919, March 11: Detached *Williamantic*; attached to naval port for treatment Italian hospital, Fiume, until further directed by officer *Olympia*.
- 1919, July 16: Proceed to United States on board *Leviathan* Brest.
- 1919, August 26: Admitted naval hospital, New York.
- 1919, September 16: Upon discharge naval hospital, New York, p Mare Island, Calif., to further treatment naval hospital, Mare Island, Calif.
- 1919, September 28: Admitted naval hospital, Mare Island, Calif.
- 1919, December 31: Total service to date.
- 1920, July 7: Reported to president Naval Retiring Board, Mare Island, Calif., for examination for retirement. Upon completion treatment Mare Island, Calif.
- 1920, December 31: Total service to date.
- 1921, January 5: Leave, 12 days, December 25, 1920, to January 6, 1921, inclusive.
- 1921, March 26: Found by Naval Retiring Board before which appeared incapacitated for service by reason of fracture of second fifth lumbar vertebræ, simple; that incapacity is permanent, occurred in line of duty as result of incident of service subsequent to assignment as ensign, United States Naval Reserve Force; that disqualifies for civilian occupation also, and is total and permanent.
- 1921, President of the United States approved proceedings of the retiring board and directed retirement from active service on retired list, in conformity with provisions of section 1414 of the Statutes and those of act of June 4, 1920. Accordingly, transferred to retired list of United States Naval Reserve Force from March 22, 1921.
- 1921, March 28: Having been placed on the retired list of officer United States Naval Reserve Force, upon discharge treatment naval hospital, Mare Island, Calif., to home and relieved from all active duty on active list.
- 1921, April 9: Discharged naval hospital, Mare Island, Calif.
- Retired pay as ensign, \$1,275 per annum.



# MEMORANDUM CONCERNING EXAMINATIONS OF RESERVE AND TEMPORARY OFFICERS FOR COMMISSION IN THE LINE OF THE NAVY.

October 20, 1921.

1. The following tabulation shows in chronological order the sequence of events connected with the examination and recommendation for commission of certain reserve and temporary officers for commission in the line of the Navy under act of June 4, 1920:

August, 1919: Director of Naval Aviation sent letter to commanding officers of all air stations, commander, air forces, stating that examinations would be held, and directed commanding officers to start classes of instruction.

June 4, 1920: Congress passed act H. R. 13108, authorizing transfer of temporary and reserve officers to permanent rank or grade for which they might be found qualified.

August, 1920: Bureau of Navigation issued a circular letter to the service stating examinations authorized above would be held starting May 16, 1921.

May 16, 1921: Examinations started.

2. The following was the recommendation of the examining board:

Number who took the examination.....	1,651
Number who failed to finish.....	21
Number considered for commissions.....	<u>1,630</u>
Number recommended for commissions.....	931
Number recommended for ch. warrant and warrant grade.....	370
Number not recommended.....	329
Total.....	<u>1,630</u>
Percentage recommended for commissions, per cent.....	57.1
Percentage recommended for ch. warrant and warrant grade, per cent.....	22.7
Percentage not recommended, per cent.....	20.2
Total.....	<u>100.0</u>
Number of temporaries who took the examination.....	1,192
Number of reserves (classes 1, 2, 3, 4) who took examination.....	194
Number of reserves (class 5, Flying Corps) who took examination.....	244
Total.....	<u>1,630</u>
Number of temporaries recommended for commission (58.2 per cent).....	694
Number of reserves (classes 1, 2, 3, 4) recommended for commission (43.8 per cent).....	85
Number of reserves (class 5) recommended for commission (62.3 per cent).....	152
Total.....	<u>931</u>

3. From the above it is to be noted that the number of officers of class 5, reserve (aviation officers), who were recommended for commission by the Secretary of the Navy is higher than any other group of officers taking these examinations.

4. Examinations as held were competitive in nature, similar to examinations held for entrance to the Naval Academy. The examinations were held at the same hour and date all over the world, and examination papers were forwarded to Washington, where they were marked by the Naval Examining Board. Candidates who were unable to be present at the examinations at the hour and date named, due to sickness or other cause, were not permitted to take another

examination, this in view of the fact that the examination was of a competitive nature.

5. The act of June 4, 1920 (House bill 13108), authorized the admission to the line of the Regular Navy in the permanent grades or ranks for which they might be found qualified, of 1,200 officers, 500 of whom could be aviation officers. (class 5).

6. Examinations were given in all professional subjects of which a knowledge is required of line officers of the Navy. The law requires very properly, that all officers, including aviation officers, should qualify in regular line subjects. It must be realized that a naval aviator, in addition to being able to fly, must have a thorough knowledge of navigation, a sufficient knowledge of seamanship, a thorough knowledge of gunnery and weapons used in airplanes, bombs, naval ordnance, spotting, and a certain amount of international law in case he should land in a foreign country on a foreign shore. He should understand a certain amount of electricity in order to communicate, as well as for the safety and operation of his plane or balloon. These subjects are necessary, owing to the fact that the majority of naval aviators are later returned to regular duty as line officers. Class 5 officers were given the special privilege of omitting one of the following subjects—navigation, steam engineering, ordnance and gunnery, electricity—and were permitted to take in its place a special examination on aviation subjects. It is a notable fact that quite a number of the class 5 officers did not elect to take their own subject—aviation—and also that a number of them failed to pass in this subject. It will be noted that 11½ months elapsed from the time notice was given that the examinations were to be held and the time of holding the examinations, so that they had ample time to prepare themselves. It is true that the bombing experiments took up much time just before the examinations, but had these officers taken advantage of opportunities to study, it is believed that nearly all of them could have passed. At the stations where they were compelled to study nearly all passed. For instance, at Howden, England, all the reservists and temporaries passed. At San Diego, 63 per cent passed, and at Pensacola, 57 per cent passed.

7. The aviation questions were prepared by qualified aviators, and the papers were marked by aviators. Great weight was given by the examining board to reports on fitness, and the action of the examining board was most liberal.

8. Subjects covered by the examinations were: Navigation engineering, ordnance and gunnery, seamanship, international law, military law, electricity, aeronautics, Navy Regulations.

The following were the results of the aeronautic examinations:

Of temporaries, 58.2 per cent passed.

Of reserves—

Class 1, 2, 3, and 4, 43.8 per cent passed.

Class 5 (aviators), 62.3 per cent passed.

Of 244 class 5 aviators—

39 took line examinations voluntarily, omitting aeronautic examinations.

205 took aeronautics.

Of 205 aviators who took aeronautics, 81 aviators failed in aeronautics, their own specialty.

Of 31 temporaries who took aeronautics, 17 temporaries failed in aeronautics.

NOTE.—The questions in aeronautics were made up by officers now in Bureau of Aeronautics and were marked by three qualified aviators.

[No. 168.]

**ADMISSION OF CERTAIN DEFICIENT MIDSHIPMEN TO THE  
UNITED STATES NAVAL ACADEMY.**

(H. R. 8458—Senate 2504.)

**COMMITTEE ON NAVAL AFFAIRS,**

**Wednesday, October 12, 1921.**

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

**STATEMENT OF HON. EDWIN DENBY, SECRETARY OF THE NAVY.**

The CHAIRMAN. Mr. Secretary, we have before us the bill H. R. 8458, introduced by Mr. Ackerman, providing for the readmission of certain deficient midshipmen to the United States Naval Academy. We have also a letter which was written by you, indorsing the purpose of the bill, but suggesting that some amendments be made. It pleases us very greatly to have you add to your letter any further views which you may have upon the subject.

(H. R. 8458, Sixty-seventh Congress, first session.)

**ILL.** Providing for the readmission of certain deficient midshipmen to the United States Naval Academy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy is authorized, on application, to admit to and reinstate in the United States Naval Academy, subject to examination as to physical qualifications, as provided by law, but waiving the provision of law as to age requirements, all former midshipmen at the United States Naval Academy found deficient at the end of the first term of the academic year 1920-21 whose resignations were asked for and received by the superintendent of the Naval Academy: *Provided,* That they shall upon admission be placed in the class one year behind their former class in each case: *And further,* That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of its approval, and if found qualified will enter the Naval Academy immediately.

**SEC. 2.** That the clause in the act approved June 5, 1920 (Forty-first Statutes, page 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," which reads as follows: "That until otherwise provided by law no midshipman found deficient at the close of the last and succeeding academic terms shall be voluntarily discontinued at the Naval Academy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next and succeeding academic years, and the Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms," be, and the same hereby is, repealed, and section 2 of the Revised Statutes restored to its full force and effect.

Secretary DENBY. I have very little to add to the letter. This, as amended according to the suggestion of the department, is with the approval of the department and we hope that it will

be passed. We will be very glad, indeed, to restore them, but we hope to prevent a recurrence of the situation created last winter. Under the law we were compelled to drop these midshipmen. There was no possible escape. The law was there, and we had had it interpreted by the General.

Mr. PADGETT. What law was it which made it absolute?

Secretary DENBY. The law quoted in my letter.

Mr. PADGETT. I have not read it.

Secretary DENBY. I will read it if you like. It is the law which was passed on June 5, 1920:

That until otherwise provided by law no midshipman found deficient at the close of the last and succeeding academic terms shall be involuntarily continued at the Naval Academy or in the service unless he shall pass a re-examination in the subjects in which found deficient at an examination held at the beginning of the next and succeeding academic terms. The Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the preceding academic terms.

There were two academic terms which, it is quite evident, were overlooked in enacting that law. One was the term which brought the long vacation in the summer and the other was the winter term, which brought no interval until—

The CHAIRMAN (interposing). This was a part of the bill, and therefore I do not suppose Congress had any purpose in that stated in the measure.

Mr. PADGETT. It did not come from this committee?

The CHAIRMAN. It did not.

Secretary DENBY. I know it. It operated in this way. At the close of the academic term there were 114 men deficient and 114 men on Sunday intervening between the terms, and therefore the bill of Congress to give special instruction to these midshipmen was passed. When they reexamine them became practically a nullity of the law. We could not make it a nullity, however, for we gave them an examination. They had to take their extra work while taking their regular work, and, of course, it was a difficult thing and a great many of them failed again. After the sifting-out process, however, a great many were reappointed and some failed again. There remain now about 26 who in the ordinary course of the legislation would have been dropped to a lower class or discharged and continued. That was impossible. We could not drop them to a lower class; we had to drop them out of the academy.

What is sought by the legislation which is before you is the restoration of these midshipmen who still remain out of the academy.

Mr. MCCLINTIC. Twenty-six?

Secretary DENBY. Approximately 26—I think that is about exactly—who shall be restored to the lower classes, subject to a physical examination. We can not waive that. We can drop them to lower classes, and then the repeal, we hope, of the law which is embarrassing the academy very greatly and which has embarrassed you as well.

The CHAIRMAN. Mr. Secretary, do you think that can be done for the best interests of the institution—legislation back?



Secretary DENBY. Yes, sir; under the conditions I think it is all right.

The CHAIRMAN. Then I should like to ask you whether it should be done for these few boys or whether we should make that the rule for the academy, that if a boy failed he would have an opportunity for reexamination?

Secretary DENBY. No; I do not think that should be the case.

The CHAIRMAN. The old act that I have before me, the statute 1519, provides that—

Cadet midshipmen found deficient at any examination shall not be continued at the academy or in the service unless upon the recommendation of the academic board.

That is the old act that you used to work under?

Secretary DENBY. That act, I think, is all right.

The CHAIRMAN. And you ask now to have that act restored?

Secretary DENBY. That is it exactly.

The CHAIRMAN. In order that the temporary condition might be relieved you are not courting the occurrence of a similar one?

Secretary DENBY. Exactly. Leaving the power in the academic board is all right. If you repeal this enactment of June 5, 1920, we will restore these men who were dropped under that enactment and who really had no chance, because they could not work up.

Mr. YOUNG. May I ask the Secretary this question, Mr. Chairman?

The CHAIRMAN. Certainly, Mr. Young.

Mr. YOUNG. Can it be said that the passage of this act will create a precedent in the future for returning any boys to the school when all you are doing is to ask Congress to undo what it did before? It was not the institution, as I understand it, that prevented these boys from returning, it was the act of Congress that we passed that prevented the institution from permitting them to remain there. If we pass this law, we simply undo what we did before. We must correct it, and in doing so, it seems to me, we do not create a precedent at all.

The CHAIRMAN. I have a memorandum here taken from the record to which I desire to call your attention. The total number of resignations accepted was 113. Forty of this number have been reappointed, leaving a balance of 73, and of the 73, 15 are within the age limit and 58 are beyond the age limit. I did not catch the statement which you made embracing 26.

Secretary DENBY. I have the figures from the Bureau of Navigation. The act, I might say, specifically provides that the age limit shall be considered in regard to the men dropped. I will ask Admiral Washington as to that.

Admiral WASHINGTON. Of the last class which can be turned back into a lower class there are now 24 of those still out.

The CHAIRMAN. The purpose of this act is to waive the age limit?

Secretary DENBY. To provide an opportunity to restore these men to the academy and also waive the age limit, which would have restored them under the ordinary course.

Mr. PADGETT. On the question of the waiving of the age limit, we have had repeated recommendations here from time to time in the years gone by from experienced naval officers to reduce the age limit for entrance into the academy which is now 16 to 20 years to 15 to 18 years, that 20 years of age was often too old to admit boys into

the academy. We have had that presented to us time and time again by officers in the interest of the service, as they said. Bringing that thought in mind, what do you think of the advisability of admitting boys into the academy that are now past 20 years of age? When they graduate and get their commissions as ensigns, they will be over age and all through the service be handicapped by age. They will reach the retirement age within a shorter time in the service than if they were younger.

Secretary DENBY. As to the fact that they will be handicapped, Mr. Padgett, I do not believe they will be, because the age limit is 16 to 20 years, and therefore there is a variant of four years between the ages of the midshipmen to-day.

Mr. PADGETT. Yes, sir; I know; but these boys are over the maximum?

Secretary DENBY. Yes, sir; but the variant of 16 to 20 years is already 4 years, and the variant between 20 years and what the boys will be is very slight. I think, as a general proposition, I heartily agree with you that there should be no waiver of the limit; but this is an entirely peculiar and individual case, which we are seeking to cure, and I do not think that it would be fair to the boys who happened to have passed the age limit not to give them the opportunity to return to the academy, in view of all the peculiar circumstances surrounding the legislation.

The CHAIRMAN. Where will these boys go; in which class?

Secretary DENBY. They will go into the respective classes, the one below which they were in before.

Mr. PADGETT. Could Admiral Washington or Admiral Wilson tell us about that?

Admiral WILSON. A large number will go back into the first class.

Admiral WASHINGTON. One goes in the second class back from former first class, 25 go from the second class back to the third, 7 go from the third class back to the fourth class, and 24 go back to the lowest class.

Mr. MCCLINTIC. What are their ages?

Admiral WASHINGTON. Their ages would not be more than a year beyond the maximum of the 24 when graduated.

The CHAIRMAN. What is the average?

Admiral WILSON. These lads appear overage because they are age for reentering the fourth class, but 25 go into the second which gives them two years leeway.

Mr. PADGETT. One year.

Admiral WILSON. They go into the second class. They are overage for entering the fourth class.

Mr. PADGETT. I understand, Mr. Secretary, that you are predicting your advocacy of this measure upon the ground that a positive injustice was done to these boys, and that they were deprived of an opportunity, under the preceding administration of the law—I do not know the Government—to continue in the academy?

Mr. YOUNG. And injustice by Congress, not by the academy.

Mr. PADGETT. An injustice was done to them by Congress in the enactment of the law that deprived them of an opportunity to continue in the academy, and also of the right to continue in the academy. The academy board had heretofore been administered prior to the enactment of this law?

Secretary DENBY. An equitable right.

Mr. PADGETT. The right that the board had to continue them if it saw proper to do so?

Secretary DENBY. The academic board's power was taken away from it by this legislation.

Mr. PADGETT. And in that way you differentiate this case from all other cases?

Secretary DENBY. Absolutely, sir.

The CHAIRMAN. The Secretary is asking that this should be done especially for boys whose rights were interfered with by Congress itself.

Secretary DENBY. The academic board having been deprived of its rights in the premises—I mean the existing practice being suddenly interfered with by this enactment.

The CHAIRMAN. I want to present to the members of the committee Admiral Henry B. Wilson.

#### **STATEMENT OF REAR ADMIRAL HENRY B. WILSON, SUPERINTENDENT NAVAL ACADEMY.**

The CHAIRMAN. Admiral, when did you go to the academy as superintendent?

Admiral WILSON. On the 5th of July, sir.

The CHAIRMAN. You know the bill which we have before us?

Admiral WILSON. Yes, sir.

The CHAIRMAN. Will you be kind enough to give us your views with regard to that bill?

Admiral WILSON. I look upon the bill that was passed last year changing the practice at the Naval Academy since 1862, in the first place, as not in the interest of the Government, and, in the second place—which is really more appealing—as not in the interest of the young gentlemen themselves. It is a bill that gives consideration to those who might not be worthy to the detriment of those who might be worthy. That is, a young gentleman who is on the verge of being unsatisfactory is compelled by this law to go through a reexamination, without any discretion on the part of the academic board, whereas that board might turn him back or even might pass him on a slight deficiency in one subject because he stood well in other subjects.

This summer we have had a reexamination of 88 of these young gentlemen. Some of them have had to study during the summer on the practice cruise. They have been deprived of their one month's leave in September, because the law provides that they should be given instruction prior to the examination. A number of those young men would have been turned back by the board if it had discretion. All but 12 passed the examination. They think, and undoubtedly their Congressmen and their parents think, that they are in luck. I look upon a large majority of that number as in poor luck, because they will go luffing along, whereas if the board had had discretion it would have turned back a large number and thus enabled them to get a good foundation. After they had the foundation, there would be no question about getting through. At the academy the superintendent and nine other officers, all interested in the service, with



Admiral WILSON. Yes, sir.

The CHAIRMAN. The general conduct and showing that a boy makes at the academy is considered by the academic board in determining whether he should come up again?

Admiral WILSON. Yes, sir; and it will be more so.

The CHAIRMAN. Not simply his marks upon his recitations, but the boy's general deportment, his manner, and bearing, are taken into consideration by the academic board in determining that question?

If these young men come back they will not be much over age, because some will come back as fourth classmen and a number come back in the second class.

The CHAIRMAN. What about the young men whose Congress-men have made reappointments?

Admiral WILSON. Already appointed.

The CHAIRMAN. You have to put them somewhere?

Admiral WILSON. I think there are only 20.

The CHAIRMAN. It will add to your class 25 or 30?

Admiral WILSON. Maybe, but out of 2,450 that number will be a drop in the bucket. The labor of looking after the 25 extra will be nothing compared to the whole work.

These 88 lads lost their September leave. Several of their fathers came to me and told me that they were upset and that the academy would suffer loss of morale by reason of the young men not getting home for September. I told them that I was sorry about the individual.

The CHAIRMAN. They have been quite active?

Admiral WILSON. I have helped that along, sir.

Mr. PADGETT. I want to say that when this matter was first brought up to restore these young men, in the interest of the discipline of the academy, because I wanted to maintain the discipline and leave the power absolutely with the academic board governing the body of the academy, I expressed myself adverse to a favorable consideration of this bill, but the presentation which you have made this morning and the presentation made by the Secretary—it had not occurred to me that this legislation was the occasion of it—it had simply been presented to me that it was a case of the failure of many boys and that the argument which multiplied the number of boys that had failed was being used to get special legislation.

Admiral WILSON. Yes, sir.

Mr. PADGETT. I was dead set against that, because I do not think that we should legislate boys back, or, rather, that this committee ought to be called upon to sit as a court of review of the administration of the academy. I would not want any action of this committee to be considered or interpreted in that light.

The presentation which has made has changed my ideas about it and my convictions, because, as I asked the Secretary, if it was the intervention of Congress by special legislation that has brought about this injustice and this wrong to the boys, it should be removed by Congress and they should not be deprived of the opportunity they had or could have had under the administration of the academy in a rightful way.

Admiral WILSON. Yes, sir.

Mr. PADGETT. So I have completely changed my view-  
ence to it, because it seems to me that we are correct  
wrong that Congress did by improperly enacting special

Admiral WILSON. Yes, sir. We look upon the com-  
court of review for the Navy and we are looking to you

Mr. PADGETT. I do not think that we should sit as a com-  
over the administrative matters of the Naval Academy  
that should be left absolutely to the board and Secretary.

Admiral WILSON. Yes, sir; but when the academy gets  
it comes to the Naval Affairs Committee to help it out.

Mr. PADGETT. Yes, sir; but if it is a question of policy a-  
an individual boy got justice in his examination or did not  
marks, I do not think we should pass on that.

Admiral WILSON. No, sir. We only come to you v-  
in trouble.

The CHAIRMAN. Are you through, Admiral?

Admiral WILSON. Yes, sir.

The CHAIRMAN. We thank you very much.

We will now hear Admiral Washington.

#### STATEMENT OF REAR ADMIRAL THOMAS WASHINGTON OF THE BUREAU OF NAVIGATION.

The CHAIRMAN. Admiral Washington, you heard us  
measure that we have now before us. We will be oblig-  
you will give us your views on it.

Admiral WASHINGTON. Yes, sir. I shall do so. I thi-  
salient points have been brought out about this measure.  
midshipmen who were found deficient 40 of them have  
reappointed by the Senators or Members, and there are  
them who, I understand, have announced that they would  
to the academy if reappointed.

Mr. PADGETT. How many of them?

Admiral WASHINGTON. Some 26.. I think, have stat-  
would not come back.

The CHAIRMAN. How many applications to return have

Admiral WASHINGTON. We have none, but the Memb-  
ators interested have intimated that they desire them-  
though we have had no requests direct from any of the  
concerned. About 24 is the number we can estimate—the  
ber who would be eligible for reappointment under this

The CHAIRMAN. They must be examined physically?

Admiral WASHINGTON. Must be examined physically  
seven all told would be affected by this bill.

The CHAIRMAN. What is your judgment, Admiral  
as to the desirability of letting these boys come back?

Admiral WASHINGTON. I think if the bill was passed  
a very good one—a very wise one.

The CHAIRMAN. You place it on the ground that Ad-  
does, do you?

Admiral WASHINGTON. Yes, sir. The discretion of t-  
back was taken from the academic board. The law state-  
they were satisfactory, they had to be dropped.

The CHAIRMAN. Have you any opinion as to the Secretary of the Navy strongly urging the repeal of this rider?

Admiral WASHINGTON. I agree with him entirely. I think it would be a wise thing to repeal it. It is not fair to midshipmen, and does not do the academy any good.

The CHAIRMAN. The same condition will arise again?

Admiral WASHINGTON. Yes, sir. It will arise again next February, and probably in larger number. I think it should be repealed certainly before the February examinations.

The CHAIRMAN. I thank you very much, Admiral Washington.

#### ADDITIONAL STATEMENT OF HON. EDWIN DENBY, SECRETARY OF THE NAVY.

Secretary DENBY. Mr. Chairman, I speak now of matters that are not before you, but which I shall probably ask the committee to consider a little later. One or two matters I wish to bring before you.

We may have to bring to the committee a recommendation to Congress to increase the fund which we call "Naval contingent," with which you are all familiar. It amounts to about \$50,000. I have not looked into the figures. The fund in ordinary years is quite sufficient, but in years like this it is likely to prove miserably inadequate.

Mr. PADGETT. From the standpoint that it is indefinite; there is no law fixing it. \$50,000 is simply the appropriation, and that is a question you should submit to the Appropriations Committee. At one time it was \$25,000, and then we made it \$50,000, and then during the war we ran it up to three or four hundred thousand dollars, and then it dropped back to \$50,000.

Secretary DENBY. Then, merely as friends—and I hope for it—let me state that that fund is very early diverted, in large part, to the fleets. Different vessels receive amounts for entertaining; naval stations also receive allotments; and this year we have allotted the Naval academy \$3,000 for the purpose of employing preachers, speakers, lecturers, and entertainment of that kind so that the cadets may get the best talent that can be obtained in the country, and we have to pay for them. The Naval Academy has no fund with which to pay these expenses, so I allotted them \$3,000 out of naval contingent. That cut down the amount we have. Then, the victims of the airship *ZR-2* were brought over on the British cruiser *Dauntless*. She remained in port a week. Common courtesy required that her officers should be entertained. Admiral Beatty will come over, and Admiral Rodman will be his aide while he is here; and that will impose a further additional expense upon the naval contingent fund, which is the Secretary's only fund out of which to do the courtesies which are really supplemental to the State Department, in large part. We had to entertain Admiral Uriu on his visit here.

The CHAIRMAN. You will have a large number of officers here in connection with this conference on limitation of armament?

Secretary DENBY. That is what I was going to say.

The CHAIRMAN. Have you anything else to say, Mr. Secretary?

Secretary DENBY. I have one other thing, Mr. Chairman, which possibly I should not bring up in this informal way, but we are together now, and we are all very busy, and we are not always easy

to get together. I want to ask, or suggest, for the committee the authorization of an aircraft carrier for the United States Navy. There is no possible doubt that no navy in the near future will be considered fully armed that does not have an aircraft carrier.

I want to add one thing to my testimony regarding the Academy. I stated the Secretary of the Navy never sits on the academic board. He does not, but it is not unusual for the Secretary of the Navy to refer back to the academic board matters that he desires to refer back, accompanied by no recommendation for further consideration. I want you to get that lesson out of my referring anything back and think I sound reasonable to you. We do refer matters back for further consideration. The academic board is absolutely supreme, and no Secretary should ever endeavor to break down that splendid system. It is certainly would not.

Mr. PADGETT. A few years ago, in order to remove the Secretary from political influence, if I remember, Congress passed a law making the decisions of the academic board supreme and independent of the Secretary.

Secretary DENBY. Quite true; absolutely true, and the Secretary does not seek to evade that, but the Secretary may, having knowledge, ask further consideration.

#### STATEMENT OF HON. GEORGE M. YOUNG, A REPRESENTATIVE FROM NORTH DAKOTA.

Mr. YOUNG. Mr. Chairman, I would like to say a word about the action of Mr. Ackerman, who introduced this bill. As you know, it is an old habit of the preacher to scold the ones who are absent from the congregation for the deeds of those who are absent, and not for me that when the chairman rather scolded, perhaps Mr. Ackerman who introduced this bill, I myself, and a number of others who were not for political activities, he was really scolding these fellows who were not present.

I would like to state that it is the position of Mr. Ackerman that all those who are supporting him that the wrong done by the boys was not done by the academy. It was done by the Congress so as to tie the hands of the academy so that they can do the right thing by them. So we of Congress want to correct our own wrong. I want to suggest, if possible, this Ackerman bill be reported, possibly even without reading.

The CHAIRMAN. Acquaint yourself with the parliamentary procedure and report over there and report to us this afternoon. We are adjourned to-morrow at half past 10.

Mr. Secretary, are you acquainted with the Senate bill that corresponds with this Ackerman bill?

Secretary DENBY. I have not had a chance to read the bill, but I am acquainted with it. It seems to be the Ackerman bill. I have read the Ackerman bills. I think it is exactly the same as the Ackerman bill that is, the Senate bill is; but I have not compared it line by line.

(Thereupon the committee adjourned to meet Thursday, October 13, at 10.30 a. m.)



[S. 2504, Sixty-seventh Congress, first session.]

AN ACT Providing for the readmission of certain deficient midshipmen to the United States Naval Academy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Navy is authorized, upon application, to admit to and reinstate in the United States Naval Academy, subject to examination as to physical qualifications, as provided by law, but waiving the provisions of law as to age requirements, all former midshipmen at the United States Naval Academy found deficient at the end of the first term of the academic year 1920-21 whose resignations were asked for and received by the Superintendent of the Naval Academy: *Provided*, That they shall upon admission be placed in the class one year behind their former class in each case: *Provided further*, That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of its approval, and if found qualified will enter the Naval Academy immediately.

SEC. 2. That the clause in the act approved June 5, 1920 (Forty-first Statutes, page 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," which reads as follows: "That until otherwise provided by law no midshipman found deficient at the close of the last and succeeding academic terms shall be involuntarily discontinued at the Naval Academy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next and succeeding academic terms, and the Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms," be, and the same hereby is, repealed, and section 1519 of the Revised Statutes restored to its full force and effect.

Passed the Senate October 4 (calendar day, Oct. 11), 1921.

Attest:

GEORGE A. SANDERSON, *Secretary*.

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COMMITTEE ON NAVAL AFFAIRS,  
*Thursday, October 13, 1921.*

The committee this day met, Hon. George P. Darrow (acting chairman) presiding.

MR. DARROW. Gentlemen, the chairman of the committee has asked that I get the committee started this morning; I think he is temporarily engaged.

I believe that Mr. Padgett has an amendment which we are to consider, and Admiral Washington is here to give us the benefit of his views.

MR. PADGETT. I have no amendment drawn. I suggested to the chairman, as this had been called to my attention, that in the case of many of these boys, a number of them, the Congressman had gone ahead and made another appointment and has his full allotment now in the academy. In other cases, I understand there are instances where the former Member, after the vacancy occurred, made a nomination and it is pending there, and a new Member is in Congress. The suggestion has been made that there should be some provision in the bill to take care of that situation, and I said to Mr. Butler that I thought it would be well to have Admiral Washington and Mr. Draper come here this morning and tell us the exact situation so that we would know just what we were doing.

MR. DARROW. I think Admiral Washington is prepared to do that.

MR. PADGETT. I suppose so.

MR. DARROW. We will be glad to hear you, Admiral Washington.

ADMIRAL WASHINGTON. Yes, sir.

**STATEMENT OF REAR ADMIRAL THOMAS WASHINGTON, CHIEF  
BUREAU OF NAVIGATION, ACCOMPANIED BY MR. LEONARD  
DRAPER, CLERK TO THE NAVAL ACADEMY.**

Admiral WASHINGTON. I think the bill as it passed the Senate is clear and distinct enough to meet all the requirements of the case, as it will restore these young gentlemen to the Naval Academy in the same manner as if they had been appointed at large. They will not be charged under the circumstances to any district or Senator.

Mr. PADGETT. They can do that if they want to do it, but, as a matter of fact, it gives that Senator an excess of appointments and it gives that Congressman an excess of appointments. If the committee wants to accomplish that result—

Mr. PETERS (interposing). That is inevitable, considering what we are trying to arrive at.

Mr. PADGETT. I thought that we should know what we were doing.

Mr. DARROW. Would not any other arrangement discriminate against the young men who are entitled to go back if this bill becomes a law?

Mr. PADGETT. Yes, sir.

Mr. HICKS. The main point is to rectify what we believe is a wrong which has been done to the men in the academy, not to help Senators and Congressmen to get additional numbers in the academy. If that is the case we want to apply a remedy, and that remedy is to restore these men, irrespective of what the result may be on the number that Senators and Congressmen may appoint.

Mr. PETERS. That is inevitable under the circumstances.

Mr. HICKS. Yes, sir.

Mr. PADGETT. But we should discuss it, because if it comes up on the floor of the House and it should be found on the floor that the matter was not called to the attention of the committee, that the committee had given no attention to it, some Member might ask, "Why are you reporting a bill that is going to give some Senators and Congressmen six appointees and deprive the other 400 of the privilege of having that number at the academy?"

Mr. HICKS. I think it is wise to discuss it.

Mr. PADGETT. That is the reason I called it to the attention of the committee.

Mr. DARROW. Admiral Washington, we shall be very glad to have you give us your views on that matter.

Admiral WASHINGTON. There are only a total of 21 affected by this legislation. Of those, 16 are already in the academy and 5 have been appointed to take the examination to be held next February or April. It seems to me if we should amend this bill by charging these 21 to any particular districts that it would cause considerable dissatisfaction among the Members of Congress or the Senate, who thereby might be deprived of the privilege of making appointments of their own.

Mr. HICKS. Do you mean to say, Admiral, that there are 21 men who have been reappointed, and that therefore the quota, unless we change it in some way, at the academy will be 21 greater than it would have been if these men had not returned?

Admiral WASHINGTON. Yes, sir; only 21 greater.

Mr. PADGETT. I do not exactly get the full import of the 21. How many boys will be restored to the academy in all classes and under all circumstances by the enactment of this bill?

Admiral WASHINGTON. A total of 113. Forty of them have already been appointed, leaving 73. There are 57 of them who are directly affected by this bill because of their age limits.

Mr. PADGETT. There are 57 that will go in and be charged at large?

Admiral WASHINGTON. If all went in; but I do not think it is probable that more than one-half would come back; I do not think there is any probability of their coming back.

Mr. PADGETT. You eliminate the difference between 57 and 73?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. There are 113?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. Then you reduce the number to 73?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. Now, you say that there are 57—

Admiral WASHINGTON (interposing). There are 57 who are over age, and they can not enter the fourth class because of their age, and this bill waives the age limit. Those 57 are eligible for reinstatement, if they should choose to come.

Mr. McPHERSON. If I understand you, of the 113, 40 have been reappointed by Congressmen and Senators who originally appointed them?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. I understand that.

Mr. DARROW. How about the 16?

Admiral WASHINGTON. They have been reappointed, and they are eligible within the age limits.

Mr. PADGETT. They can not be reappointed without this provision?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. This bill, then, refers only to 57 out of the 113?

Admiral WASHINGTON. Yes, sir; exactly.

Mr. PADGETT. And those 57 are over age?

Admiral WASHINGTON. Yes, sir.

Mr. PADGETT. Did you not say that some of the 57 could be reappointed?

Mr. YOUNG. May I say that I understand quite a number will not come back, are not candidates to come back?

Mr. PETERS. They have accepted other positions?

Mr. YOUNG. Yes, sir.

Mr. PADGETT. Do you know how many of those are not coming back?

Mr. YOUNG. No; I have no knowledge; but I assume that 50 per cent of them would be a fair estimate, and more likely to be an excess than otherwise.

Mr. PADGETT. I am not objecting to the whole 57 coming back. I would rather have the whole 57 come back than one, but I want to get a clear understanding of what we are doing so it will appear that we have considered it.

Mr. YOUNG. I will say, Mr. Padgett, that some of the fathers of the boys interested in this matter wrote to all of these candidates, all of those who had been separated from the academy, and the result of their correspondence was that only 24 wanted to come back.

Mr. PADGETT. Only 24?

Mr. YOUNG. Yes, sir; the others did not care to, they had other things. The one from my State, for instance, showed interest in it at all.

Mr. PETERS. Some of those boys have gone into the marine?

Mr. YOUNG. Yes, sir. Some of the boys have gone to go into the army to fight. Some of them are out of the country. There is some war over there, I have forgotten just what region of the Balkans, and they have gone over there to go into it.

Mr. STEPHENS. As I understand, Admiral, 21 of the boys, of course, were created when these boys were not to come, but were filled by the appointment of new applicants?

Admiral WASHINGTON. Yes, sir; 16 are actually in the service and 5 have been appointed to take the next examination.

Mr. STEPHENS. Twenty-one have been appointed to take the places made by these boys?

Admiral WASHINGTON. Yes, sir.

Mr. STEPHENS. And only 21 places would be affected?

Admiral WASHINGTON. That is all; yes, sir.

Mr. McPHERSON. Under this bill you could take the places except the 21, and you could still charge them up as if they were the Congressmen?

Admiral WASHINGTON. I do not know. All of the boys were appointed at large, because the bill does not state that they should be charged to any district.

Mr. McPHERSON. You think that it would cause less confusion to let the 21 boys, if the board admitted them, to be at large?

Admiral WASHINGTON. Yes, sir.

Mr. O'CONNOR. Why would that cause less confusion to charge them up to the districts from which they originally came?

Admiral WASHINGTON. The bill as it passed the Senate would be easy to get through without further amendment. It may be some Members of Congress and Senators who are opposing it, saying vacancies filled by a law reinstating boys whom they had appointed and having no vacancy at all.

Mr. PADGETT. Out of those 57 that are affected by the bill, over 20 years of age, how many of those districts are short of appointments?

Admiral WASHINGTON. I have a list here, Mr. Padgett, of all short except the 21st.

Mr. PADGETT. All of the districts from which these boys were dropped last fall are short, except the 21st?

Admiral WASHINGTON. Yes, sir.

Mr. YOUNG. What do you mean by "short?"

Admiral WASHINGTON. The Congressman has not notified the board one to fill the vacancy—it still exists.

Mr. PADGETT. Why should they not be charged to the district if it is only a question of the personal wishes of the local Congressman?

Mr. McPHERSON. The Admiral has mentioned as a reason that at the time the appointment was made the present Congressman was not in that district may not have been a Member of Congress at that time.

want to reappoint him, and, therefore, unless we correct the wrong which we did ourselves, this boy, who has the same claims as any other of the 113, would still suffer from the injury.

Mr. HICKS. It seems to me that the whole thing for us to do is to rectify the error and the matter of the number at the Academy and who appoints them is——

Mr. STEPHENS (interposing). That is an administrative feature?

Mr. HICKS. Yes, sir.

Mr. STEPHENS. Let the administration work out the other business—it is administrative really.

Mr. PADGETT. There is nothing administrative about it. They go in as the appointees of Members of Congress.

Mr. PETERS. It will create less trouble this way than any other way.

Mr. STEPHENS. They go back where they were?

Mr. PADGETT. No; they do not. They go to the academy, but they still leave a vacancy in the congressional district from which they were appointed that the Member of Congress can fill, and then he would have six.

Mr. STEPHENS. I know, but I do not understand how it would work out that way.

Mr. PADGETT. Easy enough, it is the only way it will work out.

The CHAIRMAN (Mr. Butler). This bill authorizes the Secretary of the Navy to reinstate a certain number of boys. He may have in mind, when he reinstates them, that they come from certain congressional districts, and he may find more boys from one district than from another?

Mr. PADGETT. That will be the result.

The CHAIRMAN. Admiral Washington says that it will affect in that way 21 boys; 21 districts in the United States will have one more boy at the academy, in the event the quota is already filled, than the other districts.

Mr. HICKS. The quota will be increased by 21 men?

Admiral WASHINGTON. Yes, sir.

Mr. DARROW. The Senate has already passed a bill, and if that bill is passed by the House the same as by the Senate it would not have to go to conference.

Mr. PADGETT. Would the boys go back in the class during the present session or next July?

Admiral WASHINGTON. Right away, if they choose. I think they would all prefer to go back prior to the resumption of that part which they lost when dropped. If they went back by the end of this month they would have November and December to duplicate.

Mr. McCLINTIC. I should like to ask if there is any time limit in this bill?

Admiral WASHINGTON. Yes, sir; 30 days—one month.

Mr. YOUNG. As I understand it, if these 21 boys affected all want to go back it shows that only about 50 per cent are going back, and presumably there will be half of that number that it would affect.

Mr. MUDD. Unless they go back immediately they can not get the benefit of this legislation?

Mr. YOUNG. That is true.

Mr. PADGETT. As I understand the admiral, these 21 are a part of the total number dropped?

Admiral WASHINGTON. Yes, sir.

Mr. BURDICK. As I understand, 21 have been reappointed and have been admitted to the academy?

Admiral WASHINGTON. Sixteen are already in the academy and five have been appointed.

Mr. BURDICK. Those in the academy have been reappointed whom?

Admiral WASHINGTON. By the Senator or Member.

Mr. BURDICK. They are in what class; class 1?

Admiral WASHINGTON. In the lowest class.

Mr. BURDICK. Did any of these reappointees come from any other class when they went out?

Admiral WASHINGTON. I do not know; I think they may.

Mr. BURDICK. Were any reappointed who failed in any other class?

Admiral WASHINGTON. I think they did, but I am not sure; I would have to look that up.

Mr. BURDICK. Under this bill they would be admitted to a lower class?

Admiral WASHINGTON. One lower than that from which dropped.

Mr. BURDICK. My point is that we start with the fourth class, that is the lowest, and some of these boys were flunked out of the second class. Under this bill if they had not been reappointed they could go into the third class, but having been reappointed they are in the fourth class?

Admiral WASHINGTON. That is a possibility I had not thought of. I doubt whether any of them were reappointed higher than the fourth class; there may have been one or two.

Mr. BURDICK. I was wondering if a second-class man had been flunked and had been able to secure a reappointment and go back into the fourth class whether this bill would give him the benefit of a year and put him in the third class?

Admiral WASHINGTON. I think it would; but I do not think any of them who dropped out as high as the second class were reappointed. It is not probable, but I can look it up and let you know definitely.

Mr. PADGETT. Those appointed by Senators and Members of Congress go into the fourth class.

The CHAIRMAN. Admiral Washington, I would like to get your views. This is the provision in the Senate bill:

That the Secretary of the Navy is authorized, upon application, to admit to and reinstate in the United States Naval Academy, subject to examination as to physical qualifications, as provided by law, but waiving the provisions of law as to age requirements, all former midshipmen at the United States Naval Academy found deficient at the end of the first term of the academic year 1920-21 whose resignations were asked for and received by the Superintendent of the Naval Academy.

Is the bill satisfactory that far?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN (reading):

*Provided*, That they shall, upon admission, be placed in the class one year behind their former class in each case.

Is that right?

Admiral WASHINGTON. Yes, sir.

**The CHAIRMAN (reading):**

*Provided further*, That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of its approval, and if found qualified will enter the Naval Academy immediately.

Is that right?

Admiral WASHINGTON. Yes, sir.

The CHAIRMAN. The other section provides for the repeal of the other act and for the reinstatement of section 1519 of the Revised Statutes, which is the old law passed several years ago?

Admiral WASHINGTON. Yes, sir.

Mr. BURDICK. In regard to the 16 who are under age, are they provided for in this bill?

Admiral WASHINGTON. I think so.

The CHAIRMAN. Do you not think that this bill covers it, that they shall be reinstated without reference to age, waiving the age limit, and therefore I think it would include those under as well as those over 20 years of age?

Admiral WASHINGTON. Yes, sir.

[PUBLIC—No. 83—67TH CONGRESS.]

[S. 2504.]

AN ACT Providing for the readmission of certain deficient midshipmen to the United States Naval Academy.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Navy is authorized, upon application, to admit to and reinstate in the United States Naval Academy, subject to examination as to physical qualifications, as provided by law, but waiving the provisions of law as to age requirements, all former midshipmen at the United States Naval Academy found deficient at the end of the first term of the academic year 1920-21 whose resignations were asked for and received by the Superintendent of the Naval Academy: *Provided*, That they shall upon admission be placed in the class one year behind their former class in each case: *Provided further*, That said midshipmen affected by this act must signify their acceptance of the benefits thereof by presenting themselves for physical examination within one month of the date of its approval, and if found qualified will enter the Naval Academy immediately.

SEC. 2. That the clause in the act approved June 5, 1920 (Forty-first Statutes, page 1028), entitled "An act making appropriations to supply deficiencies in appropriations for the fiscal year ending June 30, 1920, and for other purposes," which reads as follows: "That until otherwise provided by law no midshipman found deficient at the close of the last and succeeding academic terms shall be involuntarily discontinued at the Naval Academy or in the service unless he shall fail upon reexamination in the subjects in which found deficient at an examination to be held at the beginning of the next and succeeding academic terms, and the Secretary of the Navy shall provide for the special instruction of such midshipmen in the subjects in which found deficient during the period between academic terms," be, and the same hereby is, repealed, and section 1519 of the Revised Statutes restored to its full force and effect.

Approved, October 22, 1921.

(Thereupon the committee adjourned to meet to-morrow, Friday, October 14, 1921, at 10.30 o'clock a. m.)

40185—21—No. 163—2

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[No. 164.]

**REIMBURSE CERTAIN PERSONS FOR LOSS OF PRIVATE FUNDS  
WHILE THEY WERE PATIENTS AT THE UNITED STATES NAVAL  
HOSPITAL, NAVAL OPERATING BASE, HAMPTON ROADS, VA.**

(H. R. 9081.)

**NAVY DEPARTMENT,  
Washington, November 5, 1921.**

MR. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

MY DEAR MR. BUTLER: There is inclosed herewith a copy of letter, with draft of bill, this day sent to the Speaker of the House of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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**DEPARTMENT OF THE NAVY,  
Washington, November 5, 1921.**

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to provide for reimbursement of certain persons for loss of private funds while they were patients at the United States naval hospital, Naval Operating Base, Hampton Roads, Va.

Under paragraph 1514 of the Manual for the Medical Department, 1917, which was approved by the department, patients at naval hospitals were permitted to deposit their private funds in the safe of an executive officer for safe-keeping. The persons named in the proposed bill had so deposited the amounts indicated in the safe in the office of the executive officer at the United States naval hospital, Naval Operating Base, Hampton Roads, Va.

This safe was entered some time between 4.30 p. m., April 1, 1921, and 8.30 a. m., April 2, 1921, and the cash on deposit to the amount of \$1,127, including the amounts indicated in the proposed bill, was stolen. A board of investigation was immediately convened on April 2, 1921, by order of the commandant, Naval Operating Base, Hampton Roads, Va., to inquire into the alleged theft. After careful investigation the board reported that the safe was found open about 9 a. m., April 2, 1921; that the combination was unlocked and the safe was entered by some person or persons unknown; and that the responsibility for the theft can not be definitely fixed. No further information has been received up to the present time as to the identity of the person or persons committing the alleged theft.

Inasmuch as the persons named in the proposed bill deposited the amounts indicated in the safe pursuant to instructions which had

It is therefore recommended that the proposed draft attached be enacted into law.

EDWIN  
*Secretary of*

[H. R. 9081, Sixty-seventh Congress, first session.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury is hereby authorized and directed to pay to the persons hereinafter named the following amounts, out of any money in the Treasury not otherwise appropriated: Joseph Julian Jordan, seaman, second class, \$210; Pickard, apprentice seaman, \$25; James Buchanan, apprentice seaman, \$20; Orvin Jefferson Bullock, apprentice seaman, \$70; William J. Brown, fireman, third class, \$95; Raymond Leonard Martin, fireman, third class, \$15; William Brewster, fireman, third class, \$15; Hiram Bitts, seaman, \$22; Arlous Pate, apprentice seaman, \$35; Alvin Curtis, seaman, \$30; Irvin Howard Neil, seaman, second class, \$40; James H. Brown, hospital apprentice, second class, \$80; Franklin Elmo Brown, hospital apprentice, third class, \$20; Hamilton Okey Johnson, hospital apprentice, first class, \$20; Leo Sherry, hospital apprentice, first class, \$20; Malouin, hospital apprentice, first class, \$70; Canaco Nacional, hospital attendant, first class, \$185; and Birley Thomas, fireman, third class, \$15. The respective amounts of their private funds which the said persons have placed in the safe in the office of the executive officer at the Naval Hospital, Naval Operating Base, Hampton Roads, Virginia, and which were stolen therefrom on or about April 1, 1942, from the unknown person or persons.

[No. 165.]

**TO PROVIDE FOR LEASING OF THE FLOATING DRY DOCK AT THE  
NAVAL STATION, NEW ORLEANS, LA.**

(H. R. 9053.)

**NAVY DEPARTMENT,  
Washington, November 5, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: There is inclosed herewith a copy of letter, with draft of bill, this day sent to the Speaker of the House of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

DEPARTMENT OF THE NAVY,  
*Washington, November 5, 1921.*

MY DEAR MR. SPEAKER: There is inclosed herewith a proposed draft of a bill to authorize the Secretary of the Navy, when in his discretion it will be for the public good, to lease the floating dry dock at the naval station, New Orleans, La.

A similar provision was carried in the act of August 29, 1916 (39 Stat., 559), for "lease of naval lands," whereby the Secretary of the Navy was authorized to lease "such property of the United States under his control as may not for the time being be required for public use. \* \* \*"

The Attorney General in his opinion of December 8, 1918, held that under the foregoing provision of law, the Secretary of the Navy is authorized to lease naval lands, together with personal property constituting a part of the plant or plants in existence upon such real property, but has no authority to lease other personal property. The floating dry dock in question seems to come under the designation of "other personal property," as used by the Attorney General, and therefore there is no authority of law to enter into such a lease.

Due to the suspension of activities at the naval station, New Orleans, La., it is deemed to be advantageous to the Government to lease the floating dry dock at that station when it is not needed by the Navy, such lease to contain a proviso for the return of the dry dock to the Navy upon demand.

It is recommended that the proposed legislation submitted in the inclosed draft of bill be enacted at an early date.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

[H. R. 9053, Sixty-seventh Congress, first session.]

**A BILL** To provide for leasing of the floating dry dock at the n  
Orleans, Louisiana.

*Be it enacted by the Senate and House of Representatives of t  
of America in Congress assembled, That authority be, and is  
the Secretary of the Navy, when in his discretion it will be for  
to lease for periods not exceeding five years, and revocable a  
floating dry dock at the naval station, New Orleans, Louisiana.  
shall be reported annually to Congress: *Provided*, That all mon  
such lease shall be covered into the Treasury as miscellaneous r*

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[No. 166.]

**REGULATING THE RANK, PAY, AND ALLOWANCES OF RETIRED  
OFFICERS OF THE NAVY AND MARINE CORPS ASSIGNED TO  
ACTIVE DUTY.**

(H. R. 3204.)

**NAVY DEPARTMENT,**  
**Washington, October 31, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of May 12, 1921, inclosing a bill (H. R. 3204) "regulating the rank, pay, and allowances of retired officers of the Navy and Marine Corps assigned to active duty," and requesting the department's consideration and report thereon, I have the honor to inform you as follows:

If the proposed bill with its retroactive features is enacted, officers of the Navy and Marine Corps on the retired list will receive permanent advancement in rank, pay, and allowances, solely by reason of seniority, based upon their total active service, including the period of active service performed after retirement. Such permanent advancement in rank, pay, and allowances will be made without the recommendation of a board of selection, as is required for promotion of officers of the Navy on the active list in the grades of lieutenant commander and above by the act of August 29, 1916 (39 Stat., 578), and will apply to retired officers on inactive duty as well as to those who have been recalled to active duty. In fact, any officer on the retired list with the requisite amount of service to his credit who performs, or has performed, any active duty after his retirement, would be entitled to permanent advancement in rank, pay, and allowances from the date of the passage of the proposed bill, regardless of his qualifications or fitness for duty in the advanced grade.

The enactment of the proposed bill would result in the following promotions being made on the retired list of the Navy:

Commander to captain .....	36
Lieutenant commander to commander .....	20
Lieutenant to lieutenant commander .....	4
Lieutenant (junior grade) to Lieutenant .....	8
Ensign to lieutenant (junior grade) .....	2
Warrant to chief warrant .....	4

Of the retired officers of the Navy now on active duty, the number of promotions would be as follows:

Commander to captain .....	7
Lieutenant commander to commander .....	4

This would increase the cost of the retired list of the Navy about \$273,000 per annum.

• The number of promotions on the retired list of the Marine Corps would be as follows:

Lieutenant colonel to colonel	-----	3
Major to lieutenant colonel	-----	3
Captain to major	-----	2

Of the above number of retired officers on the Marine Corps one lieutenant colonel is now on active duty. These promotions would increase the cost of the retired list of the Marine Corps about \$3,420 per annum.

Aside from the increase in the appropriations for officers on the retired list of the Navy and Marine Corps which would be required as a result of the enactment of the proposed bill, the department feels that the adoption of such a liberal attitude regarding the advancement of retired officers would not be fair or equitable to officers on the active list, especially in the upper grades where advancement is made only upon the recommendation of a board of selection.

It is, therefore, not recommended that the bill (H. R. 3204) be enacted.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

[H. R. 3204, Sixty-seventh Congress, first session.]

A BILL Regulating the rank, pay, and allowances of retired officers of the Navy and Marine Corps assigned to active duty.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 4, chapter 143, Subchapter XVII, of the act of July 9, 1918, amending section 24, chapter 134, of the act of June 3, 1916, entitled "An act for making further and more effectual provision for the national defense, and for other purposes," be amended by adding the words "of the Army or Marine Corps or captain of the Navy" after the word "colonel," on line 3 of said section, so that the amended section shall read as follows: "*Provided further,* That hereafter any retired officer who has been or shall be detailed for active duty shall receive the rank, pay, and allowances of the grade not above that of colonel of the Army or Marine Corps or captain of the Navy, that he would have attained in due course of promotion if he had remained in the active list for a period beyond the date of his retirement equal to the total amount of time during which he had been detailed on active duty since his retirement."

[No. 167.]

**CAMP LEWIS (WASH.) AVIATION BASE.**

(H. J. Res. 205.)

**NAVY DEPARTMENT,**

**Washington, November 9, 1921.**

**MY DEAR MR. BUTLER:** Upon consideration of the joint resolution (H. J. Res. 205) authorizing and directing the Secretary of the Navy to enter into an agreement with the Secretary of War respecting the occupation and use of the Camp Lewis Military Reservation in the State of Washington for the establishment and operation of an aviation base, a copy of which accompanied your letter of the 20th ultimo, I find that the site in question is not suitable for a naval aviation base, due to the fact that the water front is entirely surrounded by high bluffs, and it would be impracticable to erect the necessary runways that are required for the efficient operation of seaplanes.

In view of the foregoing, I have the honor to recommend that the resolution in question be not favorably considered.

Sincerely, yours,

**THOS. WASHINGTON,**  
*Acting Secretary of the Navy.*

**HON. THOMAS S. BUTLER,**  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

(907)

40185—21—No. 167



[No. 107.]

CAMP LEWIS (WASH.) AVIATION BASE.

(H. J. Res. 205.)

NAVY DEPARTMENT.

Washington, November 9, 1921.

Dear Mr. Betts: Upon consideration of the joint resolution (H. Res. 205) authorizing and directing the Secretary of the Navy to enter into an agreement with the Secretary of War respecting the location and use of the Camp Lewis Military Reservation in the State of Washington for the establishment and operation of an aviation base, a copy of which accompanied your letter of the 20th inst., I find that the site in question is not suitable for a naval aviation base, due to the fact that the water front is entirely surrounded by high bluffs, and it would be impracticable to erect the necessary runways that are required for the efficient operation of sea-

view of the foregoing, I have the honor to recommend that the action in question be not favorably considered.

Sincerely, yours,

THOS. WASHINGTON,  
Acting Secretary of the Navy.



[No. 168.]

No. 2. (First Hearing. No. 137.)

**REGULATING THE EXPENDITURE OF NAVAL APPROPRIATIONS AT THE NAVAL RESERVATION AT DAHLGREN, VA.**

(House joint resolution 198.)

**COMMITTEE ON NAVAL AFFAIRS,**

Wednesday, October 19, 1921.

The committee this day met. Hon. Thomas S. Butler (chairman) presiding.

**STATEMENTS OF HON. EDWIN DENBY, SECRETARY OF THE NAVY; REAR ADMIRAL CHARLES B. M'VAY, JR., CHIEF BUREAU OF ORDNANCE; AND CAPT. J. W. GREENSLADE, INSPECTOR OF ORDNANCE, IN CHARGE.**

The CHAIRMAN. Gentlemen, we have before us this morning House joint resolution No. 198, introduced by Mr. Stephens under date of August 24, 1921, regulating the expenditure of naval appropriations at the naval reservation at Dahlgren, Va.

The Secretary of the Navy has very kindly consented to come before the committee, so that we may be able to ask him questions about the propriety of the adoption of this joint resolution. We have the Secretary's letter addressed to the committee under date, September 26, 1921, in which he disapproved of the purpose of the resolution. He thinks the resolution should not be favorably considered by the committee.

The letter referred to follows:)

**NAVY DEPARTMENT,**

*Washington, September 26, 1921.*

SIR: In response to your letter transmitting a copy of a joint resolution (H. J. Res. 198) "regulating the expenditure of naval appropriations at the naval reservation at Dahlgren, Va.," and requesting the views and recommendations of the department thereon, I have the honor to advise you that in my judgment the resolution should not be passed, as its provisions are contrary to the best interests of the naval service. Adoption of the measure would prohibit extension of proving-ground facilities at Dahlgren, however much needed, and even if important work could not be done at Indianhead economically or satisfactorily, and would prevent the department from carrying up any new development for which the facilities at Indianhead are not sufficient or necessitate the purchase of a proving ground elsewhere, which is not desirable. Such a law would not advantage the Government in any respect, though it would be a benefit to inhabitants of Indianhead and vicinity and especially to such of them as are interested in commercial enterprises, and it is earnestly recommended that the resolution be not favorably considered by the committee.

Very truly, yours,

**EDWIN DENBY,**  
*Secretary of the Navy.*

**DR. THOMAS S. BUTLER,**

*Chairman Committee on Naval Affairs, House of Representatives.*

[H. J. Res. 188, Sixty-seventh Congress, first session.]

## JOINT RESOLUTION Regulating the expenditure of naval appropriations at Dahlgren, Virginia.

*Resolved by the Senate and House of Representatives of the United States in Congress assembled,* That no part of any existing appropriation or expended for or on the naval reservation at Dahlgren, Virginia, thereto by land or water except such as may be necessary to maintain with facilities now installed such improvements as have already been

The CHAIRMAN. Mr. Secretary, a few years ago directed by law that there should be at that time an appropriation to the proving ground at Indianhead, where we have expended many millions of dollars. An appropriation was made by the committee at the time of about \$1,000,000. The program was of course, and the estimates were made for the design of the guns and all the equipment necessary to operate it. I am distinctly of the opinion that I am probably one of two or three of the members of the committee who were members of the committee. We were of the opinion that it was simply an appropriation to enable the department to obtain additional ground to range their guns—have a sufficient range for the purpose. It seems to some of us here that it has developed into more than we expected, and we were disappointed to find that after the appropriation of \$1,000,000—of course, you were not here to do with that, you were not here—the Chief of Ordnance and the Appropriations Committee of the House, and before we had appropriated—at least only a small amount—money that we had appropriated—another \$1,000,000. Since the plant has grown and expenditures are being made there, it is very certain might be withheld, that we might be disappointed in the proving ground we have and that with what we might have in the Army we might dispense with Dahlgren. Mr. Secretary, anything you have to say in addition to that contained in the report of September 26, we will be glad to hear you.

Secretary DENBY. Mr. Chairman and gentlemen, to say as to the past; that was done before I came. The appropriations were made and all have been made except the exception of some \$25,000. I do not know that that is for me to say, except that I know the value of the project of having a proving ground at that point. As to the future, it was done, whether wisely done or not, and it is idle to discuss it. I can only say from the language of the resolution proposed to prohibit the expenditure of any part of the appropriation on the project at Dahlgren, but the appropriation has been spent.

The CHAIRMAN. The appropriation made last year?

Secretary DENBY. As I understand it, there are over a hundred thousand dollars left in the Dahlgren appropriation.

The CHAIRMAN. Have they had enough money to cover the cost?

Secretary DENBY. I do not know; it is practically impossible to say.

The CHAIRMAN. Mr. Secretary, have you had any estimate called to the probable cost of maintenance there?

Secretary DENBY. No; I do not know what it would be.

The CHAIRMAN. I can understand why you do not have many duties confronting you.

Secretary DENBY. I should have known all of that and more if I had had any notice, but the fact is that I did not receive your notice until late last evening, and I have been extraordinarily busy, particularly at this juncture.

The CHAIRMAN. There is no purpose to detain you here beyond the time that you think we should have.

Secretary DENBY. My time is yours.

The CHAIRMAN. I know.

Secretary DENBY. I am afraid that I can not illuminate the subject very much, Mr. Chairman, because this all occurred prior to my taking office.

The CHAIRMAN. And your duties require your constant attention.

Mr. PADGETT. The Secretary stated a moment ago that he knew of the value of this Dahlgren project. I would like to have him state it.

Secretary DENBY. I have had the advantage of the hearings held at the time the money was asked for. I have seen the site. I know from both my own knowledge and that of the experts, that a longer range than we had before is necessary, and the only way of getting the firing done is down the Potomac—you can not do it from Indianhead, but it can be done down the Potomac River where you have a 40-mile clear range.

The CHAIRMAN. I am not making this remark to excuse myself for what I am partly responsible, but I thought that this place would be used only on rare occasions where we had a great gun which was to be ranged; I had no idea that it was proposed at Dahlgren to establish another and distinct station.

Mr. MUDD. I think it was the understanding of the committee that it was to be used exclusively for long-range guns. It was so represented to this committee.

Mr. PADGETT. Speaking for myself, I think you will see from the hearing that perhaps you have stated that too strongly, not exclusively, but as one of the strong arguments, but I do not think it was to be used exclusively.

Mr. MUDD. We had no intimation that all the guns would be moved to Indianhead and tested on the other side.

Mr. PADGETT. This question was discussed before the committee through a number of years. When Admiral Twining was the Chief of Ordnance we had hearings in which the necessity for it was stated and then that was followed by Admiral Strauss, when Chief of Bureau, and then later on we had a specific hearing and reported out an authorization for the acquiring of the land and appropriated a million dollars for the development.

Secretary DENBY. The department asked for \$2,000,000.

Mr. PADGETT. Yes, sir.

Secretary DENBY. And got \$1,000,000 and later got the other \$1,000,000.

The CHAIRMAN. And we designated how the money was to be spent.

Secretary DENBY. \$1,000,000 was appropriated and \$2,000,000 was contemplated by the department and later received.

The CHAIRMAN. Mr. Secretary, will you speak of the value of the property?

Secretary DENBY. I can only speak of one feature for a long-range testing ground. This offers those I do not speak as to whether you could transfer a 5-inch gun from Indianhead or whether it would be economical. I do not know, but I do know that Dahlgren must be in opinion, as a testing ground, regardless of what it means in wisdom of the expenditure of money. Whether the guns at Indianhead should be transferred there, I am not prepared to state at present, but the necessity for Dahlgren is in my own mind—as long as we have big guns we must have a ground of that character.

Mr. MUDD. Could not we save money by testing the guns at Indianhead instead of going to the extra expense of going across the river?

Secretary DENBY. Since one testing ground is absolutely necessary, I should think that would govern. Dahlgren should probably be the testing ground for all activities.

Mr. MUDD. The purpose of the resolution is to curtail the expense for that reason I made the suggestion.

The CHAIRMAN. I saw by the papers that they had tested a gun at Aberdeen?

Admiral McVAY. That was the Army.

The CHAIRMAN. I understand. That is a testing ground, belongs to the Government?

Admiral McVAY. Yes, sir.

The CHAIRMAN. You took a 16-inch naval gun there?

Admiral McVAY. No.

The CHAIRMAN. But they tested a 16-inch gun?

Admiral McVAY. Yes, sir.

The CHAIRMAN. They could test 16-inch guns for the Army also for the Navy?

Admiral McVAY. I think so.

Secretary DENBY. I think it costs about \$50,000 to move a gun across the continent. I do not know what it would cost to move a gun from that point to one of the arsenals or any other place. The committee endeavors to unite all the activities, it is not to look into the freight question.

Admiral McVAY. It costs \$90,000 to move guns from that point, that is, the freight across the continent.

Secretary DENBY. That would, of course, be a number of guns.

Admiral McVAY. Yes, sir.

Secretary DENBY. I understand that this resolution has rendered nugatory to a large extent by the fact that the Government has already been expended. If the resolution is intended to limit activities at Dahlgren, then I should again very vigorously oppose it. I can not see the crippling of the Navy without a test—the committee will then do exactly as it chooses. When it comes a question of going to Dahlgren and concentrating the activities there or at Indianhead, I should most assuredly favor Dahlgren be the place, because of the superior range.

The CHAIRMAN. After all the preparations that we have made at Indianhead, you would not advise abandoning it?

Secretary DENBY. I am not advising that either be abandoned; but if either one or the other should be abandoned, Dahlgren should not be.

Mr. MUDD. You do not agree that we should abandon the manufacture of powder at Indianhead?

Secretary DENBY. I did not suggest either.

Mr. DRANE. Is it a matter of range?

Secretary DENBY. Yes, sir; clearness of the range. You can keep the range clear and see what you are doing down the river. You can shoot 25 miles down the river very readily.

The CHAIRMAN. You used to range them from boats?

Admiral McVAY. No; it can not be done. I am very glad of an opportunity to make that statement, because I have read in the hearings that some one who was responsible for ranging guns said that it could be done; it can not be done.

Mr. STEPHENS. Mr. Secretary, the intention of the resolution introduced by me was to stop any new activities at Dahlgren until the question of activities should be thoroughly investigated and until the committee could be advised as to how much more improvement or how many more activities would be built there or how much more money would be expended at Dahlgren. It was not for the purpose of abandoning Dahlgren, but to stop any further activity until some understanding could be had by the committee as to just what those activities would be. The opinion of a good many members of the committee was that this station was to be known as the Lower Station, a sort of an auxiliary to Indianhead Proving Ground and station, and the original intention was that the activities there would be in conjunction with the activities at Indianhead, that whatever buildings or improvements were to be made at Dahlgren would be for the purpose of ranging guns. They needed a new range to range the large guns. The proving of the guns should be done at Indianhead. Admiral Earle appeared before the committee and stated that it would require \$1,000,000 for that activity. In the hearings at that time Mr. Talbott, who, I presume, was a member of the committee, asked:

Have you ascertained about what it will cost to purchase the land and install the plant?

To which Admiral Earle replied:

Yes, sir; \$1,000,000 covers it.

Mr. Butler asked:

Will the Admiral leave that estimated statement, and will you leave the map so that we can look at it?

And Admiral Earle said:

Yes, sir.

In estimating the expenditures necessary at Dahlgren, which were come out of the \$1,000,000 appropriation, Admiral Earle gave Exhibit A, page 100, Hearings, 1918. Exhibit A was what would be necessary at the Dahlgren proving station, as follows:

For railroad.....	\$175, 000
Dock and the bridge at Mathias Point.....	100, 000
Land (1,000 acres).....	100, 000

Magazines:	
1 S. P.	5,000
1 B. P.	5,000
Shell house	5,000
Gun pits	20,000
Power house	50,000
Employee's barracks	24,000
Purchase or erection of quarters	50,000
Bombproof	30,000
Lookout towers	15,000
Screen poles	5,000
Workshop	10,000
Small boat anchorage and docks	4,500
Office, chronograph room, and instruments	15,000
Steam locomotive or crane transfer	15,000
Water system	5,000
Telephone system	1,000
Ranging stations, land, and shelters	10,000
Miscellaneous	25,500
Total	1,000,000

That appropriation was made effective July 1, 1919. In September the Chief of the Bureau of Ordnance went before the Appropriations Committee—

The CHAIRMAN (interposing). In September of the same year?

Mr. STEPHENS. Yes, sir; in September of the same year. He went before the Appropriations Committee for an additional appropriation—perhaps very little of the \$1,000,000 had been spent—and asked for an additional appropriation of \$980,000. Admiral Earle stated there the fact that we previously had appropriated \$1,000,000 and that the whole project would come to \$1,980,000. The chairman of the subcommittee then said:

Suppose you put into the record a table of the details that go to make up the \$980,000.

Admiral Earle then gave to the subcommittee of the Appropriations Committee a detailed statement of what was necessary for the proving ground. That was in September following July when the \$1,000,000 became available as an appropriation that they could use.

(The table submitted by Admiral Earle follows:)

(a) 994 acres land (lower station)	\$60,000
(b) 1,200 acres land (upper station)	90,000
(c) Dredge	90,000
(d) Railroad	150,000
(e) Telephone (to lower station)	40,000
(f) 8 heavy gun pits	240,000
(g) 30 light gun pits	150,000
(h) 2 office buildings	60,000
(i) Wharf	40,000
(j) Power house	50,000
(k) Bomb proofs	60,000
(l) Magazines	50,000
(m) Roads	40,000
(n) Officers' quarters	80,000
(o) Barracks (Keyport type)	175,000
(p) Screen poles	15,000
(q) 4 civilian quarters	20,000
(r) Temporary buildings	30,000
(s) Dispensary	6,000
(t) Sewerage system	12,000
(u) Water system	20,000
(v) Experimental aviation station	187,000

Machine shops.....	\$50,000
Storehouse.....	10,000
Range stations.....	20,000
Telephone to range stations.....	40,000
Instruments.....	30,000
Fire system.....	15,000
Locomotives, cranes, and miscellaneous machinery.....	100,000
Gantry tracks.....	50,000
Total.....	1,980,000
Previously appropriated.....	1,000,000
	<hr/> 980,000

Mr. STEPHENS. In that table, as it will be seen, he gave the estimated cost, which was \$980,000 more than he gave to this committee. The Appropriations Committee, without the knowledge of this committee or without the knowledge of the Committee on Naval Affairs of the Senate, so far as I can learn, appropriated in the deficiency bill the \$980,000, when there was no deficiency.

In this second table he adds officers' quarters, \$80,000; sewerage system, \$12,000; water system, \$20,000; experimental aviation station, \$187,000, which was not in the original estimate; machine shops, \$50,000, etc. In all of it there is no idea of building up a station and expending hundreds of thousands of dollars for officers' quarters and homes. There was no idea or intention, so far as I have been able to learn, of establishing a separate station with new officers' homes and quarters for the men and a large civilian establishment.

Secretary DENBY. Except in the deficiency appropriation.

Mr. STEPHENS. Nor in the deficiency appropriation.

Secretary DENBY. I thought you read an item.

Mr. STEPHENS. There was an item of officers' quarters, \$80,000, in the second estimate.

Secretary DENBY. Yes, sir.

Mr. STEPHENS. We asked for a "statement showing the cost of all other officers' quarters, whether for building, moving, or remodeling, including the cost of all material and labor used for such purposes and the appropriation from which defrayed, and also the cost of furnishing and equipping such quarters."

In reply to that, we have this answer:

Eight sets of officers' quarters, including the rehabilitation of the Arnold farmhouse, have cost \$140,191, with an estimate of about \$10,000 to complete. Eight additional sets of junior officers' quarters were built at an expenditure of \$42,327. All of the above expenditures have been made from the appropriation "Increasing facilities for proof and test of ordnance materials." The furniture for the above quarters cost \$20,505, out of appropriation "Ordnance and ordnance stores."

That was the matter that brought the Dahlgren question to the attention of this committee, the fact of spending a great deal of money for new officers' quarters, for new furniture, and for building up an entirely new plant or activity, whatever you might call it, at Dahlgren.

In the original statement by Admiral Earle it was stated that this new proving ground was about 21 miles from Indianhead. It is further than that by water, but by land you can reach it in an hour and a quarter's drive overland.

From 1917 to 1919 at Indianhead the Bureau of Yards and Docks' contracts for what was spent at Indianhead in all activities, including

new officers' homes, and new quarters for the men, amounted to \$7,500,619, which made Indianhead a complete station, so far as the powder factory was concerned, a complete station with railroad facilities. This included the building of a railroad to Indianhead so that when the river was frozen over in the wintertime all activities for the navy yard and the Indianhead station would be complete, there would be a thoroughly equipped station at Indianhead with all of the officers, officers' homes, and everything complete.

It seems that this lower station has developed into a separate activity, with a duplication of the expenditure of money for all of the same buildings and activities that were just extended at Indianhead, and it was the opinion of some of us that the original idea and intention was that Dahlgren should be an auxiliary station with officers and that all of the activities should be centered at Indianhead, where the station was complete, and that the ranging of the guns, when occasion required, would be transferred from Indianhead to Dahlgren. From information I have received, the ranging of the guns would not be required more than three or four times during the year, and at appropriate times, and that the \$1,000,000 expenditure at Dahlgren would have been sufficient for all of such activities. In this development of Indianhead they had purchased a long neck of land down below in order to make it complete. The purpose of the resolution was to stop further expenditure until the committee could be properly advised as to the real need or necessity of further expenditure, following this appropriation of \$980,000.

At the lower station at Dahlgren, Va., the acreage is 1,436, with approximately 70 buildings. There are  $4\frac{1}{2}$  miles of railroad track and two hangars for airplanes used in connection with ordnance work, which must be maintained by this appropriation. There are also a number of civilians who run the station boats, which are also carried by this appropriation. Of the \$1,067,600 estimated for next year, approximately 40 per cent will be used at Dahlgren, Va., and 60 per cent at Indianhead, Md., both for the powder factory and the proving ground.

The naval proving ground—

The statement was made—

consists of three separate and distinct places: First, the proving ground at Indianhead, Md.; second, the powder factory at Indianhead, Md.; third, the proving ground, lower station, Dahlgren, Va. Formerly there was only the powder factory at Indianhead and the proving ground at Indianhead, but owing to the fact that the community has built up very rapidly in the vicinity of Indianhead, with the consequent result that the firing of guns and ammunition would necessarily result in injury to people and their habitations at Indianhead, and on account of the long ranges of modern guns, it became necessary during the war to establish a new proving ground at Dahlgren, Va. All of the proof facilities will eventually be moved to that place.

This is contained in a communication to the Appropriations Committee. We appropriated \$1,067,600 for these three activities. If you will notice, they are not separated, there is an appropriation of \$1,067,600. We do not know whether they will spend another \$1,000,000 at Dahlgren out of this appropriation. We find at Dahlgren, in order to let the boat in, there will have to be dredging done. So far there has been spent \$2,200,000 at Dahlgren. If it takes another million it will be \$3,300,000.



Secretary DENBY. May I make a suggestion to the committee? As to what is past, I think the Navy Department should be made to understand that way. As to what is contemplated, I should like to have Admiral McVay, as far as he may be able to, explain. I realize quite fully the purport of the resolution and I hope that the Admiral will be able to make perfectly clear exactly what is contemplated.

Mr. STEPHENS. I may say, Mr. Secretary, that that was the real purpose of this resolution. What has been done is water over the wheel.

Secretary DENBY. Yes, sir.

Mr. STEPHENS. And we want to know whether the water has all gone over.

Secretary DENBY. That is exactly it.

Mr. PADGETT. I was down there the other day and went over the ground. I talked with some of the officers. I understand that the present project, as authorized, is practically completed, except about \$25,000 that is needed to finish little odds and ends of things that are in the course of construction. Is that correct?

Secretary DENBY. That is correct. That is the old appropriation. Now, Mr. Stephens is talking about the current appropriation and as to that, I think, obviously, Admiral McVay is much more competent to speak than I.

Mr. STEPHENS. That is the information I have and I can see no reason why that is any hindrance to the proving ground spending a million dollars this next year, because the appropriation has been made of \$1,067,000; it is just a question of how much they will spend at Dahlgren, because it was appropriated for three branches of their activities, the Indianhead powder plant, the Indianhead proving ground, and the lower station.

Secretary DENBY. At Dahlgren?

Mr. STEPHENS. Yes, sir. If they are going on to spend a million dollars more, it is my opinion that the activities ought to be stopped, that the main station at Indianhead is the proper station from which to conduct the activities at the Dahlgren proving ground.

Secretary DENBY. Well, as to that, let me say that I hope, whatever Congress may do, it will not interfere with what the department may consider as absolutely essential. As to the details of this matter and the activities to be conducted——

The CHAIRMAN (interposing). We all appreciate, Mr. Secretary, that the admiral will give us the details, but, Mr. Secretary, may I ask you to consider a consolidation of these two plants so they can be administered at one point.

Admiral McVAY. That is the idea; I will come to that.

The CHAIRMAN. As to the cost of construction at Dahlgren, we know nothing about that. We have some idea of the enormous amount of money that has been spent at Indianhead. We have a railroad there. There is no railroad into Dahlgren and it costs a great deal of money to get into Dahlgren.

Mr. PADGETT. Mr. Chairman, in that connection, it should be borne in mind that there are two entirely separate and distinct activities that grew up at Indianhead. The large one and the original one is the manufacture of powder. That involved this large appropriation

that was referred to by Mr. Stephens during the war, to the powder factory.

The CHAIRMAN. Yes, sir.

Mr. PADGETT. That ought not to be moved to Dahlgren, because to attempt to move it would be to de- start again. The Dahlgren proposition is the separate powder manufacturing plant of the testing and proving and the armor plate.

The CHAIRMAN. All those activities were combined in 1918?

Mr. PADGETT. Yes, sir; at a great disadvantage. The bureau came before us every session complaining the danger of firing shells—it is all in the nearings.

The CHAIRMAN. I know it is.

Mr. McPHERSON. In all of the experience they have, one man has been hurt.

Secretary DENBY. I remember going down to Indianhead Crozier to witness certain tests of ordnance there, but the advance in ordnance has been incalculable.

Mr. MUDD. Mr. Padgett, why was it necessary to go to Wallis Neck?

Mr. PADGETT. It was not.

Mr. MUDD. It was to prevent the danger from the firing of shells at Indianhead, because it was contemplated that the testing of guns at Indianhead.

Mr. PADGETT. As I remember, that land was purchased to enter upon the Dahlgren proposition. It was in order to protect and make safe the Indianhead proposition, but that that would not do it, did not accomplish it, and so it was necessary to go to Dahlgren to carry out the larger activities.

Mr. McPHERSON. The only purpose urged upon me when the \$1,000,000 was asked for Dahlgren, was for the testing and the committee thought that that was the only thing to be carried on down there. Now, instead of building a proving range of guns, it seems that the whole thing is being moved to Dahlgren.

Secretary DENBY. That is a matter that I prefer to discuss. You have had before you a statement of what has been done in the matter of building; it was fairly covered. They did ask for officers' quarters, and it seems that that has not strayed so far as might appear in the first presentation. As I say, what has been done you know and you have heard of it.

Mr. PADGETT. I want to make this observation: What may have been some expenditures made down there that have not been made—that is, on a larger scale, building things of that kind—it should be borne in mind—use the Army as the standard of absolute correctness—they have spent about \$12,000,000 in developing a proving station, and the Navy has spent \$2,200,000 in the Navy. I think that makes a fair offset. The Secretary has stated that they contemplated the activities along testing, proving, and manufacturing at Dahlgren and the manufacture of powder and those processes at Indianhead. They are naturally separated in their characteristics and their purposes.

THE CHAIRMAN. We will now be glad to hear from Admiral McVay.

ADMIRAL McVAY. I should like to say, Mr. Chairman, that I am glad of the opportunity to give you any information I can about Dahlgren and Indianhead. There is nothing to be hidden. What happened has happened, and in so far as this particular bill is concerned, with regard for Mr. Stephens, the matter is already settled. Last year in the naval appropriation act you made it possible to add to the facilities of any ordnance station. That included Dahlgren. So it is not necessary to go further. At the time I told the gentlemen I had the pleasure of knowing that I did not care about it, because we had no intention of spending any more money on the development of shore stations beyond already appropriated and only that part which was considered necessary. I do not intend to do it now or in the future. I know the Secretary would not permit me if I wanted to, and I know also against the law to do it.

THE CHAIRMAN. Now, there is no necessity for this bill.

ADMIRAL McVAY. Every Chief of the Bureau of Ordnance within my memory, since improvement in gun fire, has known the necessity for long-range guns. This can not be done at Indianhead; firing from a down the range at a low elevation. It has fallen to me to be the first user, that is, as chief of bureau, of the long range.

THE CHAIRMAN. What is the greatest length of caliber you can test at Indianhead?

ADMIRAL McVAY. Orders have been issued that no gun, no major gun, that is, a gun above 8 inches, can be tested at Indianhead without the specific permission of the chief of the bureau.

THE CHAIRMAN. What caliber gun was tested at Indianhead in 1921?

ADMIRAL McVAY. We tested guns as high as 14 inches.

THE CHAIRMAN. You did test 14-inch guns at Indianhead?

ADMIRAL McVAY. Yes, sir; but it was at an elevation which gave very incorrect data; the data were of no value.

THE CHAIRMAN. When you speak of combining the activities, there is no intention to make two separate stations. The stations are going to be, as far as I have anything to do with them, under the same person. The only question is where that officer shall be. Instead of testing once a week or twice a week, we are testing them practically every day. We are away behind on the work of testing. You say we can test the powder at Indianhead. That is correct; we can; why spend money to test powder at Indianhead when I can test powder at the same time I am testing the gun? I have to test the range guns at Dahlgren, and we can test the gun, the mount, and powder at the same time. It certainly would not be economical to take the gun for range down there and then take it back to Indianhead and fire three additional rounds or five additional rounds to test the powder. It would cost three or four thousand dollars more.

MR. STEPHENS. Could not the testing and proving of the gun be done at Indianhead, and Dahlgren be used for the ranging of the guns and other experimental business?

ADMIRAL McVAY. That is possible, if you wish to duplicate the experiments. As I say, we do all three things at the same time.

Mr. STEPHENS. Is it not a greater expense to move the powder from Indianhead down to Dahlgren for proving purposes?

Admiral McVAY. No, sir.

Mr. STEPHENS. Will it not necessitate the building of magazines down there that would hold something like two or three million pounds of powder?

Admiral McVAY. No, sir. The magazines that are required for testing of powder are already completed and no more will be required. The capacity is not very much—1,000,000 pounds. The 1,000,000 pounds is there so as to save frequent trips.

Mr. STEPHENS. Have you a magazine at Dahlgren that will hold 1,000,000 pounds of powder?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. Was it built recently?

Admiral McVAY. No, sir.

Mr. STEPHENS. Was it built when we were down there?

Admiral McVAY. Yes, sir.

The CHAIRMAN. How many officers have you at Indianhead?

Admiral McVAY. At the present time there are 14 at Dahlgren and 25 at Indianhead.

The CHAIRMAN. How many did you have at Indianhead during 1920?

Admiral McVAY. I can not answer offhand.

Capt. GREENSLADE. Prior to 1920 and 1919 they had 50 to 55, before the war there were roughly between 7 and 9.

The CHAIRMAN. How many have you provided for at Dahlgren?

Capt. GREENSLADE. Fourteen commissioned and warrant officers. Secretary DENBY. Have quarters been provided for the 14?

Capt. GREENSLADE. Yes, sir.

Mr. MUDD. You stated that you could test the 8-inch guns below that at Indianhead. If that is so, why can not we save additional expense by testing the 8-inch guns and below there instead of moving those guns and the powder?

Admiral McVAY. No. Mr. Butler's question was what guns we test prior to a certain date.

Mr. MUDD. The question is, why move the 8-inch organization

Admiral McVAY. Unless I do it we must maintain two organizations. Why maintain two organizations? It is a question of economy, pure and simple. In addition to that, we can not now even range a modern 5-inch gun at Indianhead. The range at Indianhead is good for 12,000 yards. Under unusual conditions you can get as high as 14,000 yards. A 5-inch gun is ranged far in excess of that. Indianhead was selected about 30—

Mr. MUDD (interposing). About 32 years ago.

Admiral McVAY. About 30 years ago, as I recall it, that was when we had short ranges and short guns.

The CHAIRMAN. When did we get the neck of land?

Admiral McVAY. There was a neck of land bought down there in order to get rid of the people living in that vicinity.

The CHAIRMAN. Did we acquire title to this neck of land?

Admiral McVAY. Yes, sir; we have it. Indianhead can not be abandoned for certain work, but certainly it is not in the interest of economy to maintain two organizations.

Mr. MUDD. Is it your intention, Admiral, to continue the testing of certain guns at Indianhead?

Admiral McVAY. Until, as one of the Secretary's business managers, I can go to him and say, "Mr. Secretary, this is no longer economical. I can handle the work at Dahlgren and save so much money a year if we move everything to Dahlgren." When that time comes I will go and say just that.

Mr. MUDD. What will happen when the river freezes, as it did several years ago?

Admiral McVAY. The river will not freeze, because the citizens of Washington and the Congressmen will not permit it to freeze. I used to be the commandant of the Washington Navy Yard and during that time we had a very bad winter. We kept the river open not only for our work but for commerce, which is a part of the Navy's job.

The CHAIRMAN. Admiral, while this committee has nothing to do with the appropriation, let me call your attention to two questions that were asked and two answers which were given. Mr. Kelley, who was a member of this committee at the time, asked this question of Admiral Earle:

Suppose you are able to buy the land for \$100,000, will the other \$900,000 do for what you intend to do?

And Admiral Earle answered:

Yes, sir.

Mr. Talbott, who was a member of the committee at the time, asked this question:

Have you ascertained about what it will cost to purchase the land and install the plant?

And Admiral Earle answered:

Yes, sir; a million dollars covers it.

That was in 1918, when we authorized it.

Admiral McVAY. I can not speak of what happened in 1918, but I have mentioned to one or two members of the committee——

The CHAIRMAN (interposing). How much money has been spent up to this time at Dahlgren?

Admiral McVAY. \$2,200,000. I think it was very reasonable, except in one particular; but no matter what Admiral Earle might have stated at that time, conditions change from year to year, and I know, coming in as Chief of the Bureau of Ordnance, I certainly would not maintain two stations when I could do the work at one; I would not recommend it.

The CHAIRMAN. I remember asking Admiral Earle about the estimate and to leave the estimate and the map, so that we might see just exactly what they proposed to do at Dahlgren.

Mr. STEPHENS. I just read that estimate.

Admiral McVAY. That has been made very clear.

The CHAIRMAN. I should like to have you consider whether there could not be a consolidation, and to present that to us in the future.

Admiral McVAY. We are doing that now.

(Thereupon the committee adjourned.)

COMMITTEE ON NAVAL AFFAIRS  
HOUSE OF REPRESENTATIVES  
Thursday, October 1, 1903

The committee this day met, Hon. Thomas S. Butler presiding.

STATEMENT OF REAR ADMIRAL CHARLES B. MC VAY,  
CHIEF, BUREAU OF ORDNANCE.

The CHAIRMAN. Admiral, if you will resume your statement where we interrupted you when we had to adjourn the other day, we will be obliged. Owing to the engagements of Admiral McVay, it was unable until this time to resume the hearing.

Admiral McVAY. Mr. Chairman, I have nothing to say on the subject, unless there are some questions to be asked.

Mr. STEPHENS. I should like to ask a question about the appropriations for Dahlgren. There was \$1,000,000 which became effective in July, and another appropriation made the following November, the two making an amount of \$1,980,000. In the report of expenditures furnished to the committee it appears that they have expended \$2,200,000, all of the appropriation that was obtainable, \$1,980,000; they get the balance, the difference between \$1,980,000 and \$2,200,000?

Admiral McVAY. At that time, Mr. Stephens, the "ordnance and ordnance stores" was available for issue at the ordnance stations. It is not now. So work found to be necessary was ordered under that appropriation.

Mr. STEPHENS. Under the appropriation "Ordnance and ordnance stores"?

Admiral McVAY. Yes, sir; that was then available.

Mr. STEPHENS. Was that appropriation "Ordnance and ordnance stores" properly available for the purchase of the building of residences?

Admiral McVAY. The furniture for ordnance stations was purchased under that appropriation, and the appropriations have been available for the improvement of stations, particularly which was considered necessary.

Mr. VINSON. There was no other appropriation from which they could purchase the furniture?

Admiral McVAY. No, sir.

Mr. VINSON. It had to come from that source or from some other source; have had any appropriation?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. Was it proper to take from that appropriation the building of quarters—that is, the inspector's quarters for the other men, the homes for them—was it proper to take money from the appropriation "Ordnance and ordnance stores"?

Admiral McVAY. I am not aware that that was done, but to that question would be categorical. Of course, no objection could be done.

Mr. STEPHENS. Was it proper to take the money from the appropriation "Increasing facilities for the proof and testing of material"?

Admiral McVAY. I should say, under the interpretation of that law it might properly have been done, because where you have your proving grounds you must have people there to do the work. I do not take a stand on either side. I am trying to figure out in my own mind what I think would be a proper answer to that question. I should imagine that the housing for the necessary personnel would come under that, because you could not run the station without the people.

Mr. STEPHENS. Would there not be another means and method of building quarters, such as the commandant's home and the other homes, rather than taking this money from the appropriation "Increasing of facilities for the proof and test of ordnance material"?

Admiral McVAY. Taking it at the present time, or at any date when you had plenty of time to do it, I should say that the proper way to do it would be to get an appropriation for these houses, but taking it at the time that this particular station was built, a sudden necessity for making the change, the war conditions, everybody under stress, I do not think that those things would enter so largely. There is one thing that I do not think has been mentioned here in connection with moving to Dahlgren. Just at that time the Navy Department actually made a nine million-dollar contract for the manufacture of nitrogen, and that, as I look into the matter more, was a deciding factor in making a prompt removal, so it was a sudden attempt to make the other place available. Immediately, of course, that contract was canceled and out of the total appropriation of \$9,150,000 the sum of \$8,311,881 was turned back into the Treasury by the act of February 25, 1919. There remains an unexpended balance of \$391,720.80, which will revert to the Treasury. So there are many things to be considered in connection with the building up of this project.

Mr. STEPHENS. Is it not really a fact that all of this building has been done since the armistice?

Admiral McVAY. Not all.

Mr. STEPHENS. The commandant's building and the other buildings for officers?

Admiral McVAY. Partly.

Mr. STEPHENS. The commandant's building is not yet completed?

Admiral McVAY. At my first inspection of the station, shortly after becoming chief of the bureau, those buildings were in such a stage of completion that it would have been a loss of money to stop work on anything I saw there.

Mr. VINSON. What per cent were they completed?

Admiral McVAY. I should say, taking the whole station, as a rough estimate, somewhere between 80 and 90 per cent completed, if not more.

Mr. PADGETT. I understood you to say the other day and the Secretary also that all of the money had been expended, except about \$25,000, and that was being used now in painting and cleaning up the floors?

Admiral McVAY. It is practically finished now.

Mr. PADGETT. And nothing further is contemplated to be done or no additional appropriation asked for that purpose?

Admiral McVAY. No.

Mr. STEPHENS. Is it not a fact that all of the money had been expended and possibly more than was appropriated? been expended?

Admiral McVAY. No; because the amount appropriated you have mentioned, \$1,980,000, is still a running appropriation. The other money which has been expended was out of an appropriation, which you could expend in one year; it is a one-year appropriation. One is an annual appropriation and the other is a running appropriation.

Mr. STEPHENS. As I understand it, Admiral, the appropriations for this lower station at Dahlgren were the two appropriations, and that is all of the money expended at that station, unless, as you say, you could use the appropriation "Increasing facilities for the production of ordnance material" for the building of the houses and you could use the "Ordnance and ordnance stores" for the cost of the furniture?

Admiral McVAY. No; the "Ordnance and ordnance stores" appropriation was also available at that time for the purpose that authorization out of the appropriation just after the war was a measure for that purpose, and then taken care of. Apparently the idea of the legislation was to make it possible for the Government, not only the Navy Department but other departments, to accomplish things in a hurry, and as soon as the war was over that part of the law was rescinded.

Mr. PADGETT. What part was that which you referred to?

Admiral McVAY. About being able to use a part of the appropriation for various purposes. You probably will recall it.

Mr. PADGETT. I think it was limited to 10 per cent.

Admiral McVAY. I am not sure; I was not here. It was a limit. Just at the beginning of the war "Ordnance and ordnance stores" had a new provision for improvements, and it was taken away after the war; it was simply a war measure.

Mr. STEPHENS. I do not quite understand. If an appropriation of a million dollars was made for Dahlgren and later a deficiency bill, before virtually any of the million dollars had been expended, another appropriation of \$980,000 was made, it occurred to me that that is the only money that could be spent at Dahlgren. It was appropriated for that purpose. I may be wrong, but the appropriation was made for that purpose, and I do not understand where any money from any other fund or source could be spent, except that which was appropriated?

Admiral McVAY. Until after the repeal of the war-time appropriation, it seems the money could be spent with propriety.

Mr. STEPHENS. That is the war-time money?

Admiral McVAY. Yes, sir; during the two years of the war time it was that this was permissible under the law it was.

The CHAIRMAN. I have never understood and I am not sure of the necessity of a deficiency appropriation until the regular appropriation was exhausted. This is not the only case.

Admiral McVAY. I looked into that question. I recall that I was before this committee the last time it was suggested that a deficiency appropriation which was made of a million dollars be



on the 1st of July and that then in October this other appropriation was obtained. As a matter of fact, the original appropriation became available immediately in April.

Mr. STEPHENS. It did?

Admiral McVAY. Yes, sir. There was about seven months, but in the hearings—I have read the hearings of the chief of bureau, and at the time the point was made before the Appropriations Committee. "But, you have not yet spent that money, so, why should you ask for a deficiency?" And the reply was, "So as to clear up the necessity for more money to finish the work." As I say, this was at a time when they were planning to put up the nitrate plant right below Indianhead, between Indianhead and Cornwallis Neck.

The CHAIRMAN. You were not the chief of bureau, of course, and I do not say that the responsibility is upon you.

Admiral McVAY. I am always willing to take my share of the responsibility.

The CHAIRMAN. There is no question about that.

Admiral McVAY. But that is not the point. The only point that I am interested in is to furnish the committee with all the information that they desire, and my opinions, whether they are of any value or not.

Mr. STEPHENS. I notice on page 688 of the hearings before the subcommittee of the House Committee on Appropriations on the deficiency bill for the fiscal year 1919 in regard to the proving grounds the following:

Admiral EARLE. The rest of the total is all included in the proving ground.

The CHAIRMAN. How much is that?

Admiral EARLE. Previously appropriated, \$1,000,000; and the whole project will come to \$1,980,000.

The CHAIRMAN. So the amount needed is \$980,000?

Admiral EARLE. On that, yes, sir.

The CHAIRMAN. If I understand the need for this \$980,000 it is that in order to create the proving ground that you found necessary in connection with the proving of ordnance for the Navy, it was essential that you spend \$1,980,000 instead of \$1,000,000.

Admiral EARLE. Yes, sir.

The CHAIRMAN. What will you have as a result of that expenditure—a sufficient proving ground?

Admiral EARLE. I think so. I am going to get a sufficient water range.

The CHAIRMAN. What reason is there for the Navy having a land range?

Admiral EARLE. In order to determine what happens to the shells; that is the only reason—in order to find the shells after they are fired and determine whether they have been unduly strained in the gun and what has happened to the rotating band. Occasionally you get some valuable information, but I do not consider the expenditure justified.

The CHAIRMAN. Admiral, are your shells of calibers that can be used in Army guns?

Admiral EARLE. Yes, sir.

The CHAIRMAN. Is there any reason why you could not and should not have a sufficient number of them tested at the Army proving grounds in order to test the effect of the explosions of the shells?

Admiral EARLE. We are doing that now, sir. We are getting along with what we absolutely have to have on a land range test at Aberdeen.

The CHAIRMAN. Aberdeen is a very elaborate proving ground?

Admiral EARLE. Yes, sir.

The CHAIRMAN. It is going to be a proving ground of very great capacity?

Admiral EARLE. Yes, sir.

The CHAIRMAN. Would it not be sufficient to take care of all the Navy's needs in connection with the testing of shells on land?

Admiral EARLE. I think so, sir. The project of the proving ground the \$980,000 for is exactly the same as presented before.

The CHAIRMAN. Suppose you put into the record a table of the make up the \$980,000?

Admiral EARLE. Yes, sir.

Then he gives a table showing what is necessary for the future of the \$1,980,000. Then follows:

The CHAIRMAN. That is to incurred deficiency?

Admiral EARLE. No, sir; it is not incurred, but that is really what during the year, provided it is granted.

The CHAIRMAN. What have you gotten out of your \$1,000,000?

\* Admiral EARLE. You see, the \$1,000,000 is not spent yet—but but the whole work is to go on together. Those two items for land are estimates, because I do not know what the actual price agreed it may be more or it may be less. It has been bought through it and he does not know as yet how much money it was.

Mr. PADGETT. Instead of starting the project and cost the remainder of the money, they said this will cost so much and they got it in advance, like they did during the war.

The CHAIRMAN. They might have had some trouble from this committee.

Admiral McVAY. I do not know. The officers have had trouble in explaining to this committee the necessity of it and have never had any difficulty in getting the appropriation.

Mr. VINSON. That went to the Appropriations Committee.

The CHAIRMAN. It did.

Mr. VINSON. It did not come to this committee at all.

Mr. STEPHENS. It never came to this committee. A million dollars, in about five or six or seven months, a million dollars was spent, they went to a committee to know a thing about naval affairs and secured a departmental appropriation of \$980,000.

The CHAIRMAN. It was suggested here the other day that no money except \$25,000 had been expended. We have to make any appropriation in the future for this place—place—to report any appropriation.

Mr. McCLINTIC. Did the Appropriations Committee get an additional \$980,000?

The CHAIRMAN. Yes.

Mr. STEPHENS. On a deficiency appropriation bill.

Mr. McCLINTIC. What is the total sum that has been expended at Dahlgren?

Mr. STEPHENS. \$2,200,000.

Mr. McCLINTIC. Already expended?

Mr. STEPHENS. Yes, sir.

Mr. McCLINTIC. What good would the passage of the bill be if the money has been expended?

Mr. STEPHENS. It will not do any good.

The CHAIRMAN. I should like to ask whether it is the intention of the department to abandon Indianhead?

Admiral McVAY. It is not the intention, so far as the Navy Department, to abandon Indianhead.

The CHAIRMAN. I suppose you will have what I call units?

miral McVAY. No; we will have one unit, one part of which king powder and making it very economically. That is the work at Indianhead.

CHAIRMAN. That, you can not move from Indianhead?

miral McVAY. That we can not move from Indianhead. It is simply be impossible to move it from Indianhead. We have much money there and it is the best place for it.

CHAIRMAN. I should like to know how much, in your judgment, will be the cost of maintaining Indianhead, how much reduction you propose to make in the cost of maintaining Indianhead in the future and what will be the cost of maintaining Dahlgren in the future—I would like to know the number of noncommissioned officers or seamen or privates or marines, military men at either place or at both places and the number of civilians, so that Congress if it sees fit to look at this hearing, determine the cost of maintaining Indianhead and the additional cost in maintaining Dahlgren? miral McVAY. I can furnish that information, but you must remember, Mr. Chairman, that the expense at Dahlgren will be less for proof work than it has ever been at Indianhead because we are now able to do many different kinds of work that we were not able to do there.

In judgment the cost of maintaining and operating Indianhead under present output with all possible economies will be \$170,000 per month. This is all labor and material direct and indirect used for any purpose on the station. This constitutes a reduction in labor cost of \$16,000 below the pay roll of this for the month of September, 1921, and of \$89,000 below that of June, 1921. Reduction of force, reduction of wages, and reduction of working days account for these decreases. On a constant production of powder no reductions can be made in the materials. The cost of maintaining and operating Dahlgren in the future about \$44,000 per month.

For maintenance of Naval Establishment at the proving grounds the following necessary under appropriation "Ordnance and ordnance stores" as distinct from allotments under continuing appropriations:

	Per month.
Indianhead, labor and material.....	\$24, 000
Dahlgren, labor and material.....	30, 000
Technical, drafting, etc., forces (both stations).....	9, 500
Total.....	63, 500

The item of \$170,000 for Indianhead figures all raw materials at market prices. Personnel required at both stations is as follows:

Indianhead:		Dahlgren:	
Officers—		Officers—	
Line, Navy.....	4	Line.....	10
Line, Marine.....	2	Staff.....	2
Staff.....	6	Warrant.....	3
Warrant.....	3		
Total.....	15	Total.....	15
Enlisted personnel—		Enlisted personnel—	
Marines.....	53	Marines.....	22
Navy.....	8	Navy.....	56
Total.....	61	Total.....	78
Civilian employees.....	612	Civilian employees.....	341

CHAIRMAN. It was insisted here repeatedly and I joined in the sentiment to build a railroad to Indianhead. The cost of the construction of that railroad has already been stated and gone into the

record. It was shown to us that it was very important to have a railroad at Indianhead to transport the big guns and other material necessary to have at that point. I presume it will be necessary to have a railroad at Dahlgren, will it not, in order to make it effective and useful?

Admiral McVAY. The railroad at Indianhead can still be in connection with the Dahlgren work, but it would be very advisable to build a railway dock and it would be cheaper if there were a railroad connection on the other side, but that is a commercial proposition.

The CHAIRMAN. Do you recall the number of miles of railroad the Government will have to build in order to reach Dahlgren?

Admiral McVAY. So far as I know, it has not been figured. I do not know where the railroad is, but it would follow a commercial development rather than a naval development.

Mr. STEPHENS. I have been told that it was about 40 miles.

Mr. McPHERSON. I understood you to say the other day, when the chairman asked you about your idea of abandoning Indianhead, that you did not intend to abandon Indianhead, that your idea was to make Indianhead a powder-manufacturing plant, and with few officers it would all be done at Dahlgren?

Admiral McVAY. All that it is possible to do at Dahlgren.

Mr. McPHERSON. I understood you to say that it would be possible to do it all better than you could do it at Indianhead, and that the saving would be in not having two organizations for the same work.

Admiral McVAY. That is true; there is a certain amount of work that still can be done at Indianhead.

Mr. McPHERSON. But you explained that to carry on work at Indianhead, inasmuch as there was certain work that had to be done at Dahlgren, to continue Indianhead as a proving ground would require two organizations and would be an unnecessary expense. I gathered that your idea was that it would be economical to carry all of it on at Dahlgren?

Admiral McVAY. It will eventually, but that will take very little more from Indianhead, because we have most of it at Dahlgren now.

Mr. McCLINTIC. If my memory serves me correctly, the statement was made that you had between 30 and 40 officers at the present time at Indianhead and the testimony was also offered that there was no need for more than 7 or 8. In case you transfer all of the proving to Dahlgren will you allow those officers to remain at Indianhead or will they move down to Dahlgren?

Admiral McVAY. They will be moved to Dahlgren.

Mr. McCLINTIC. Then, you will reduce the personnel very much at Indianhead?

Admiral McVAY. Yes, sir; the officer personnel will be reduced materially at Indianhead by transfers, and will still further be reduced at Indianhead and Dahlgren because of the shortage of officers.

Mr. McCLINTIC. What will you do with the residences which we now have at Indianhead, being occupied by the officers stationed there?

Admiral McVAY. I assume we will have to rent them to the employees.

Mr. Mudd. While on the subject of rents, may I ask a question? The Government has reduced the salaries of the naval employees very largely lately. I understand at Indianhead they have made

reduction in the rent of the houses: in fact, they have been increased instead of reduced, and these employees have to pay an exorbitant sum to rent the houses.

Admiral McVAY. The rent of the houses at any station is based upon the expenditure and upkeep, and I think, if you will look into the question of the rent that you would not say that they were exorbitant.

Mr. SWING. They rent a five-room cottage for \$22 or \$25?

Admiral McVAY. Something like that.

Mr. SWING. And a two-room cottage for something like \$7 or \$8?

Admiral McVAY. Yes, sir.

Mr. McCLINTIC. With electricity, water, and everything furnished?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. What are the water facilities at Dahlgren?

Admiral McVAY. We have plenty of water there; we have wells.

Mr. STEPHENS. I mean in the approach. When we went down there we had to get out of the boat, about a mile out, and go in. I understand you have no water there for an entrance?

Admiral McVAY. We got off the *Sylph* and went in a smaller boat because we did not want to take too much time. The *Sylph* could have gone in, but with the wind against the dock, the way it was, she would have some difficulty in turning in that small place. She is not built for that, being a single-screw ship. There is plenty of water there for the station tugs.

Mr. STEPHENS. It is a fact that there will have to be a great deal of dredging, continuous dredging, and is it not a fact that they have been doing dredging there?

Admiral McVAY. They did dredging originally, but, so far as I know, there has never been any trouble. Capt. Greenslade tells me they have plenty of water and very little filling.

Mr. STEPHENS. There has been some dredging done in the last two months?

Admiral McVAY. Not to my knowledge.

Mr. STEPHENS. I understood there had been.

Admiral McVAY. I say "not to my knowledge."

Mr. STEPHENS. I notice it shows here that the naval proving ground submitted an estimate to the bureau of \$1,920,000 for the last year, which was cut to \$1,067,000. Who is in charge of the naval proving ground?

Admiral McVAY. The inspector in charge.

Mr. STEPHENS. Then, the activities which have been carried on, the building of the commandant's quarters and officers' quarters, are the work of the inspector in charge?

Admiral McVAY. No; the work of the Bureau of Ordnance; the inspector merely supervises.

Mr. STEPHENS. That was not done then upon his own authority?

Admiral McVAY. No, sir.

Mr. STEPHENS. He had authority really from the bureau?

Admiral McVAY. From the bureau. No expenditure can be made without authority of the Bureau of Ordnance by any inspector under the bureau.

Mr. STEPHENS. This matter of spending \$62,000 mandant's home was a matter that came from the Ordnance?

Admiral McVAY. The plans would have to be approved by the bureau.

Mr. STEPHENS. How many men are employed at Dahlgren? By that I mean the number of men or contractors.

Admiral McVAY. Subject to correction, as this is sometime ago—

Mr. STEPHENS (interposing). For the period ending September 30, can you give that?

Admiral McVAY. No, sir. I do not recall the date made up, but I will say, subject to correction, that it is 144 at Dahlgren and 726 at Indianhead.

Mr. McCLINTIC. Seven hundred and twenty-six with the proving ground?

Admiral McVAY. No, sir; in connection with the proving ground and all.

Mr. MUDD. Do you mean the maximum? It was stated that it would be eventually 300 men.

Admiral McVAY. There is a figure here in pencil that would quite make out. It may be 444 or it may be 144.

Mr. STEPHENS. In all probability it is 444 for the period ending September 30.

Admiral McVAY. I will put that in the record. The figure is 444.

Mr. STEPHENS. Can you tell us what particular work was done there in the week ending October 21?

Admiral McVAY. Yes, sir; I will put that in the record.

*Naval proving ground, Dahlgren, Va.—Summary of proof work for the week ending October 21, 1903, inclusive.*

Date.	Kind of test.	Description.
Oct. 17	14-inch ranging.....	Projectiles for comparison firing of 14-inch aluminum windshields.
18	Proof of gun and breech mechanism.	6-inch gun No. 665.....
18	do.....	6-inch gun No. 696.....
19	Projectile test.....	16-inch A. P. Crucible Steel Co., representative plate No. 199790B.....
19	Plate test.....	Bethlehem Steel Co., plate No. 199790B with 12-inch .40 gun.....
20	Proof of slide.....	16-inch .45 slide No. 29.....
20	Projectile test.....	16-inch A. P. Crucible Steel Co., representative plate.....
20	Proof of mount.....	4-inch .50 mount.....
20	do.....	4-inch .50 mount (mount failed).....
20	Proof of gun, breech mechanism, and carriage.	Field gun.....
20	do.....	do.....
20	do.....	do.....
21	D-loaded projectiles.....	Test of 12-inch projectiles loaded with "Kearsarge plate."
21	Test of deck target models.....	4-inch .40 gun.....
21	Proof of powder.....	1-pounder powder (proof discontinued).....

Naras proving ground, Dalgren, Va.—Summary of proof work for week Oct. 17 to 21, inclusive—Continued.

## MAIN BATTERY.

Nature of work performed.	Number men employed.	Time each man worked.	Total time.
<i>Monday, Oct. 17, 1921.</i>			
Raising 14-inch special aluminum capped projectiles:		<i>Hours.</i>	<i>Hours.</i>
Velocity screens.....	4	8	32
Handling crane.....	2	8	16
Recording.....	2	8	16
Range party.....	1	8	8
Generator house.....	1	8	8
Lookout.....	1	8	8
Men at gun.....	9	8	72
Handling guns for shipment.....	4	8	32
Firemen at boiler house.....	2	8	16
Repairing and installing chronograph and telephone lines.....	4	8	32
Lookout at Blackstone Island.....	1	8	8
Cleaning up battery.....	2	8	16
Installing range telephone lines.....	2	8	16
Handling station guns.....	6	8	48
Repairing velocity screens.....	1	8	8
Janitor:			
Laboratory.....	1	8	8
Bombproof.....	1	8	8
Total.....	50		384
<i>Tuesday, Oct. 18, 1921.</i>			
Proving and handling two 6-inch guns.....	6	8	48
Handling station guns and ordnance stores.....	12	8	96
Operating generator house.....	1	8	8
Lookout at Blackstone Island.....	2	8	16
Operating boiler house.....	3	8	24
Cleaning up around battery.....	5	8	40
Installing chronograph and telephone lines.....	6	8	48
Crew on crane.....	2	8	16
Repairing and building velocity screens.....	1	8	8
Recorders.....	2	8	16
Repairing range stations.....	4	8	32
Painting temporary structures.....	2	8	16
Janitor:			
Laboratory.....	1	8	8
Bombproof.....	1	8	8
Total.....	50		384
<i>Wednesday, Oct. 19, 1921.</i>			
Mounting and preparing 16-inch gun for proof of slide.....	6	8	48
Dismounting 14-inch gun fired for comparison of guns.....	6	8	48
Lookout at Blackstone Island.....	2	8	16
Repairing range stations.....	2	8	16
Repairing and installing chronograph lines.....	7	8	56
Firing at boiler house.....	2	8	16
Cleaning station guns and handling ordnance stores.....	10	8	80
Crew on crane.....	2	8	16
Building and repairing velocity screens.....	1	8	8
Recorder.....	1	8	8
Painting lookout tower.....	2	8	16
Janitor, laboratory.....	1	8	8
Leave.....	6	8	48
Total.....	50		384
<i>Thursday, Oct. 20, 1921.</i>			
Proving 16-inch slide, 3 landing guns, two 4-inch mounts.....	14	8	112
Working on station guns and building storage place for same.....	11	8	88
Crew on crane.....	2	8	16
Operating generator house.....	1	8	8
Firing at boiler house.....	3	8	24
Lookout at Blackstone Island, maintenance.....	2	8	16
Repairing range stations.....	2	8	16
Recorders.....	2	8	16
Installing and repairing chronograph and telephone lines.....	4	8	32
Janitor, laboratory.....	1	8	8
Leave.....	6	8	48
Total.....	50		384

Naval proving ground, Dalgren, Va.—Summary of proof work for week inclusive—Continued.

MAIN BATTERY—Continued.

Nature of work performed.	Number men employed.
<i>Friday, Oct. 21, 1921.</i>	
Handling 16-inch gun after proof.....	8
Stacking powder for proof of guns.....	6
Handling station guns and ordnance stores.....	8
Lookout at Blackstone Island, maintenance.....	2
Trimming trees around range stations.....	2
Installing and repairing chronograph and telephone lines.....	6
Firing at boiler house.....	2
Crew on crane.....	2
Cleaning grounds.....	3
Building and repairing velocity screens.....	1
Rewinding screen wire.....	3
Recorder.....	1
Janitor, laboratory.....	1
Leave.....	3
Total.....	50

PLATE BATTERY, 13 MEN.

<i>Monday, Oct. 17, 1921.</i>	
Excavating for tool house.....	3
Piling dirt over bombproof.....	3
Repair and upkeep of screens.....	2
Inside recorder.....	1
Leave with pay.....	3
Absent (without pay).....	1
Total.....	13
<i>Tuesday, Oct. 18, 1921.</i>	
Excavating for tool house.....	4
General cleaning duty outside.....	3
Inside recorder.....	1
Upkeep of velocity screens.....	1
Leave with pay.....	3
Absent (without pay).....	1
Total.....	13
<i>Wednesday, Oct. 19, 1921.</i>	
Test of armor plate (on gun).....	5
Test of armor plate (on screens).....	2
Piling dirt over bombproof.....	3
Leave with pay.....	2
Absent (without pay).....	1
Total.....	13
<i>Thursday, Oct. 20, 1921.</i>	
Test of deck target model.....	4
Test of 16-inch armor-piercing projectile.....	6
Leave with pay.....	3
Total.....	13
<i>Friday, Oct. 21, 1921.</i>	
Test of D-loaded projectile, 12-inch.....	6
Deck target model (test), 4-inch gun.....	3
Recorder inside.....	(1)
Leave with pay.....	3
Do.....	(1)
Total.....	13



*New*: proving ground, Dahlgren, Va.—Summary of proof work for week Oct. 17 to 21, inclusive—Continued.

PLATE BATTERY (BUTTS), 37 MEN.

Nature of work performed.	Number men em- ployed.	Time each man worked.	Total time.
<i>Monday, Oct. 17, 1921.</i>			
Preparing for test of A. P. shell.....	22	Hours.	Hours.
Operating cranes handling armor plate.....	2	8	176
Cleaning out butts for next test.....	3	8	16
Operating locomotive.....	1	8	24
Preparing for test of target shell.....	1	8	8
On leave with pay.....	8	8	8
<b>Total.....</b>	<b>37</b>		<b>296</b>
<i>Tuesday, Oct. 18, 1921.</i>			
Repairing velocity screens.....	1	8	8
Digging ditch to prevent fire from spreading.....	1	8	8
Operating cranes cleaning up after test.....	2	8	16
Preparing for test of A. P. projectiles.....	6	8	48
Setting up armor plate for test.....	19	8	152
On leave with pay.....	8	8	64
<b>Total.....</b>	<b>37</b>		<b>296</b>
<i>Wednesday, Oct. 19, 1921.</i>			
General repair work.....	1	8	8
Firing and operating cranes.....	2	8	16
Loading cars with dirt, filling in, and excavating where necessary.....	2	8	16
Test of armor-piercing projectiles.....	6	8	48
Test of Bethlehem Steel Co. plate No. 199790B 1, 12-inch .40 gun.....	20	8	160
On leave with pay.....	6	8	48
<b>Total.....</b>	<b>37</b>		<b>296</b>
<i>Thursday, Oct. 20, 1921.</i>			
Test of deck target model.....	10	8	80
Test of 16-inch armor-piercing projectile.....	20	8	160
General repair work on battery.....	1	8	8
On leave with pay.....	6	8	48
<b>Total.....</b>	<b>37</b>		<b>296</b>
<i>Friday, Oct. 21, 1921.</i>			
Test of D-loaded projectiles, 12-inch.....	24	8	192
Test of deck target model.....	6	8	48
General repair work on battery.....	1	8	8
On leave with pay.....	6	8	48
<b>Total.....</b>	<b>37</b>		<b>296</b>

AMMUNITION DEPARTMENT, 22 MEN.

<i>Monday, Oct. 17, 1921.</i>			
Handling 14-inch powder, for ranging.....	5	8	40
Putting 6-inch and 16-inch powder in tanks for proof.....	3	8	24
Weighing, measuring, and delivering projectiles to battery.....	3	8	24
Keeping records of receipts and shipments.....	1	8	8
Slings shells for 14-inch ranging.....	2	8	16
Making loading platform at shell house.....	5	8	40
Relief fireman at battery boiler house.....	1	8	8
On leave with pay.....	2	8	16
<b>Total.....</b>	<b>22</b>		<b>176</b>
<i>Tuesday, Oct. 18, 1921.</i>			
Stowing smokeless powder in bombproof, removing from magazine, and loading on car.....	6	8	48
Making canopy cover for steam launch.....	1	8	8
Handling charges for proof of two 6-inch guns.....	3	2	6
Unpacking and storing powder bags in bag house.....	3	6	18
Building range station down river.....	1	8	8

*Naval proving ground, Dahlgren, Va.—Summary of proof work for week Oct. 17 inclusive—Continued.*

AMMUNITION DEPARTMENT, 22 MEN—Continued.

Nature of work performed.	Number men em- ployed.	Time each man worked.
<i>Tuesday, Oct. 18, 1921—Continued.</i>		
Keeping records of receipts, shipments, and expenditures.....	1	8
Measuring, filling, weighing, and delivering to plate battery four 16-inch and three 12-inch projectiles for test.....	5	2
Making additions to temporary shell platform.....	5	6
Restowing and slushing 16-inch, 14-inch, and 12-inch projectiles.....	2	8
On leave with pay.....	3	8
Total.....	22	
<i>Wednesday, Oct. 19, 1921.</i>		
Building range station down river.....	1	8
Keeping records of receipts, shipments, and expenditures.....	1	8
Making canopy cover for steam launch.....	1	8
Measuring, filling, weighing, and delivery of thirty 4-inch, thirty 3-inch, and thirty 6-inch projectiles.....	3	8
Measuring and loading one 16-inch proof shot.....	2	2
Building additions to temporary shell platform.....	4	6
Do.....	6	8
Priming and fitting fifty 3-inch, 23 cases and putting in heating room.....	3	2
Stacking and stowing one 16-inch charge for proof of slide.....	3	2
Moving and stowing empty powder boxes.....	3	4
Relief fireman in battery boiler house.....	1	8
On leave with pay.....	3	4
Do.....	1	8
Total.....		
<i>Thursday, Oct. 20, 1921.</i>		
Building range station down river.....	1	8
Keeping records of receipts, shipments, and expenditures.....	1	8
Making canopy cover for steam launch.....	1	8
Measuring, filling, weighing, and delivering of fifty 1-pounder projectiles.....	3	4
Receiving and storing fifty 8-inch target projectiles for station use, cleaning and slushing.....	3	4
Measuring, filling, and weighing six 8-inch projectiles for plate battery.....	3	4
Handling, stowing, and slushing twenty-four 16-inch target projectiles.....	3	4
Moving 50,000 pounds of powder, 900 cartridge cases, and 10 boxes of wads and distance pieces from fuse battery to various places for storage.....	11	8
On leave with pay.....	2	8
Total.....	22	
<i>Friday, Oct. 21, 1921.</i>		
Building range station down river.....	1	8
Keeping records of receipts, shipments, and expenditures.....	1	8
Making canopy cover for steam launch.....	1	8
Stacking ten 16-inch charges for proof of gun and powder.....	5	6
Taking out powder boxes and cleaning up bombproof.....	5	2
Measuring, weighing, and delivering to plate battery three 12-inch D-loaded projectiles.....	3	4
Building loading platform at shell house.....	3	4
Do.....	4	8
Cleaning and slushing station projectiles.....	3	8
Relief fireman at battery boiler house.....	1	8
On leave with pay.....	3	8
Total.....	22	

RANGE ROOM.

<i>Monday, Oct. 17, 1921.</i>		
Range triangulation work.....	2	8
Plotting range of projectiles.....	2	8
Recording firing records.....	1	8
Total.....	5	

*Naval proving ground, Dahlgren, Va.—Summary of proof work for week Oct. 17 to 21, inclusive—Continued.*

**RANGE ROOM—Continued.**

Nature of work performed.	Number men em- ployed.	Time each man worked.	Total time.
<i>Tuesday, Oct. 18, 1921.</i>			
		<i>Hours.</i>	<i>Hours.</i>
Star ranging guns.....	1	8	8
Repairing triangulation stations.....	1	8	8
Recording firing records.....	1	8	8
Computing cost of proof of guns.....	1	8	8
Making reports of ranging and powder proof.....	1	8	8
<b>Total.....</b>	<b>5</b>		<b>40</b>
<i>Wednesday, Oct. 19, 1921.</i>			
Flooting bursts of 3-inch time fuses.....	2	8	16
Repairing triangulation stations.....	1	8	8
Recording firing records.....	1	8	8
Computing ranges of 3-inch fuses.....	1	8	8
<b>Total.....</b>	<b>5</b>		<b>40</b>
<i>Thursday, Oct. 20, 1921.</i>			
Cleaning instruments and computing equivalent service rounds on station guns.....	2	8	16
Repairing triangulation stations.....	1	8	8
Recording firing records.....	1	8	8
General office work.....	1	8	8
<b>Total.....</b>	<b>5</b>		<b>40</b>
<i>Friday, Oct. 21, 1921.</i>			
Preparing reports for 3-inch, 4-inch, and 6-inch guns.....	1	8	8
Triangulation work.....	1	8	8
Writing up reports on current work.....	1	8	8
General office work.....	1	8	8
Leave with pay.....	1	8	8
<b>Total.....</b>	<b>5</b>		<b>40</b>

*Aerological computer for week October 17 to 21, inclusive, 1921.*

Attention to continuous record meteorological instruments.....	5
Pilot balloon ascension and report No. 311, including computations and graphs..	6
Computation of moments of inertia of experimental projectiles and graphic corrections of departures from mean range with relation to departures from mean moments of inertia.....	20
Office routine.....	4
<b>Total.....</b>	<b>35</b>

*Number of men employed in the various activities.*

Main battery.....	50
Plate battery.....	13
Plate battery butts.....	37
Ammunition department.....	22
Range room.....	5
Aerological computation.....	1
General station work (railroad, grounds, shops, maintenance, completion of projects, transportation, supply department, aviation, machinery, etc.), on which men are transferred from one job to another.....	316
<b>Total number of men.....</b>	<b>444</b>

Items of new construction at this station are rapidly being terminated and the force reduced accordingly, with a view to bringing it at an early date down to a minimum for maintenance and operation. The present personnel, exclusive of clerical

force, employed at the naval proving ground, upper and lower station, is 10 per cent higher than the force employed at the naval proving ground, in January of 1917.

Mr. STEPHENS. You can not give that now?

Admiral McVAY. No, sir.

Mr. STEPHENS. There were 444 civilian employees at the proving ground of September, or up to the 30th of September, at Dahlgren?

The CHAIRMAN. Where do they live?

Admiral McVAY. They live at Colonial Beach, or at Indianhead, or at them.

The CHAIRMAN. Do they have to cross water?

Admiral McVAY. Yes, sir; it is on the same side of the river where they come by a ferry established between Colonial Beach and Dahlgren.

Mr. MUDD. About sixty or seventy of those employees are employed at Indianhead, and possibly paid for.

The CHAIRMAN. As I recall, the necessity for the railroad was shown to us, was to be able to haul guns on the cars right to the proving ground. Now, I suppose they will still haul the guns to the Indianhead Proving Ground, take them off the cars and load them on flat boats and transport the guns across the river, and then take them off the boats and carry them over to the proving ground.

Admiral McVAY. Yes, sir.

The CHAIRMAN. Will that be the operation?

Admiral McVAY. Yes, sir; that would be the economical way. The guns came from the outside, because you would save the cost of a water haul of 20 miles and the time.

Mr. McCLINTIC. At the present time they have to haul the guns to the Washington Navy Yard?

Admiral McVAY. No, sir; we are getting guns from the outside, and that is our concern.

The CHAIRMAN. Those guns coming from commercial sources are carried away around down in Maryland, and around to the proving ground directly on the flat cars on which they are loaded.

Mr. McCLINTIC. It is my idea that a lot of those guns are manufactured or work is done on them in the Washington Navy Yard, and, that being true, they would have to be loaded on flat cars, carried down the river a distance of 60 or 80 miles, so that the cost of the road would not be of any commercial advantage.

The CHAIRMAN. The necessity for the railroad, as it was shown to us, was for the transportation of ordnance material that had to be taken to the Indianhead Proving Ground, and for that purpose the appropriation of quite a large sum of money.

Mr. McCLINTIC. Does the Government now own and operate the railroad?

Admiral McVAY. Yes, sir; it is still in operation, and it is to be put in the record a statement showing the number of cars handled, because there is still quite a lot of traffic on it.

The number of cars handled on the White Plains Railroad for the year ending December 31, 1921, was 4,094. (Railroad opened May 25, 1919) Approximately 80 per cent of the railroad traffic is the handling of coal, soda, sulphur, and materials used in the manufacture of munitions.

Mr. McCLINTIC. Does the railroad do any commercial business?

Mr. MUDD. Very little.

Admiral McVAY. Some of the residents are permitted to ship material over it.

Mr. MUDD. I think there are certain switches there for the accommodation of the local people.

Mr. McCLINTIC. Does it carry passengers back and forth?

Admiral McVAY. No, sir; no passenger traffic. It is a freight road, pure and simple.

The CHAIRMAN. I will ask Admiral McVay to write into the record the amount of money that has been expended at Indianhead since the time the plant was begun up to this time.

Mr. STEPHENS. From the beginning?

The CHAIRMAN. Yes; I want to know how much money the Government has expended at Indianhead.

Mr. STEPHENS. I have a statement in the hearings showing the amount from 1916.

The CHAIRMAN. I would like to go back further and show what has been done there.

Admiral McVAY. I will furnish that.

Amounts expended at Indianhead from the beginning are as follows:

Proving ground.....	\$1, 174, 759. 62
(This includes an item of \$744,114.52 for guns and mounts.)	
Powder factory.....	7, 006, 283. 51
(This includes all buildings and equipment that were ever built or secured, whether now obsolete or not; also land, sewers, trackage, etc.)	
Outside powder factory and proving ground.....	3, 074, 364. 05
(This includes all buildings and structures outside powder factory and proving ground, such as quarters, school, post office, recreation hall, paving and other miscellaneous items; also White Plains Railroad, amounting to \$828,919.44, and purchase of Cornwallis Neck, amounting to \$166,185.)	

Grand total..... 11, 255, 407. 18

Mr. MUDD. Undoubtedly, it would cost a great deal more money to operate both of those stations than it would to operate one as heretofore, would it not?

Admiral McVAY. The only increase in the operating cost would be the increase on account of the volume of work being done. The organization for the proving work at Indianhead was separate from the powder manufacture, and it will remain in the same status. We have a regular crew, that they call the valley crew, that did the testings there. A similar crew would be at Dahlgren, and the officer who had direct charge of the proving work and his assistants would go to Dahlgren, so that the organization part of it will not be any more expensive on account of the move, but it would only be more expensive on account of the increased work done.

Mr. MUDD. It might be desirable to ask Congress for some money to build you a railroad and dig you a channel over there, would it not?

Admiral McVAY. I do not expect to ask Congress for any money to increase any facilities at any shore station for some time.

Mr. SWING. Not this Congress.

Mr. STEPHENS. It was stated in the hearings the other day that there were 39 officers at both of those stations. In your opinion, is there enough work there for that many officers?

Admiral McVAY. No, sir; and I have recommended the detachment of quite a number of them. They will be detached by the first of December.

Mr. STEPHENS. It was said that there were 444 civil engineers at Dahlgren, and I forget how many of the 39 officers were civil engineers. I asked you a question about how much work was done during the week ended October 21, and you say you will not put it for the record. I might add that I have made some inquiries, but I do not know whether the answers were correct or not. I was told that six guns were tested, that two armor plates were tested, that no powder was tested, and that in the last six weeks no armor was tested, or a long-range gun. If that is the ordinary amount of work that is done in one week, why would we need 444 men to do it?

Admiral McVAY. I think you will find that your informant is well informed.

Mr. STEPHENS. I just made that observation.

Mr. KLINE. If they have 39 officers and all of those officers why should they wait two months to detach them? They wait until December 31, which is over two months after the transfer or detachment of the men from that place? They be kept there for two months doing nothing and not getting pay?

Admiral McVAY. You misunderstood me. I said that I recommended the detachment of a number of them, and that they were detached. They are being detached right along as fast as they can be.

Mr. STEPHENS. Has your department an auditor or accountant who checks up the expenditures at places like Dahlgren?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. Does he have the detailed accounts and reports on all expenditures?

Admiral McVAY. Yes, sir; the Bureau of Supplies and Accounts has that.

Mr. STEPHENS. Do you have that done down there?

Admiral McVAY. An officer of the Bureau of Supplies and Accounts is there, and he keeps a record and reports those expenditures direct to the Bureau of Supplies and Accounts.

Mr. STEPHENS. Do you have those accounts audited by some other person, when the reports are made to you?

Admiral McVAY. Do I do that?

Mr. STEPHENS. Have you an auditor who would check the statements and accounts of all the expenditures as reported by the finance officer or officers?

Admiral McVAY. There is an auditor for the Navy who audits all accounts.

Mr. STEPHENS. He is the auditor for the department?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. He is about three years behind in his work, so that there is no chance of auditing this business.

Admiral McVAY. In the meantime, so far as it is possible, we audit our own accounts—that is, we keep track of the expenditures.

Mr. STEPHENS. Under authority of the act prior to the act of 1921, has any portion of the appropriation for ordnance and ordnance stores been used for improvements?

Admiral McVAY. After 1921?

Mr. STEPHENS. Before 1921. Under authority of the act prior to the act of 1921, has any portion of the appropriation for ordnance and ordnance stores been used for any improvements?

Admiral McVAY. Yes, sir; it was authorized for improvements during the war, and then up until this act was passed last year, we could build temporary structures—not permanent structures, but temporary structures.

Mr. STEPHENS. What is your interpretation of the language in the amendment or in the act of June 12, 1921, providing that it can be used only on any work in progress?

Admiral McVAY. I interpret that, as I think you interpret it, as work that was actually under way. I will cite you an instance for illustration: At one of our stations we had the money to build a cafeteria for the employees costing \$13,000. I inquired of the inspector whether or not that work had been started, and he said that it had not been started and that it was not in progress. I said then that the expenditure would not be made.

Mr. STEPHENS. That is what I want to know.

Admiral McVAY. My interpretation of that was this, that the law intended to convey the meaning that unless there was a loss of money involved we should stop the work, and that we should continue only with something actually in progress. If we were building a building or erecting a press or machine, I understood your idea was that we would not stop right there, but would go ahead and not lose that money, but if it had not been actually started we would not do it.

Mr. STEPHENS. That is, if it were not actually in progress?

Admiral McVAY. If it were not actually in progress, it could not be done unless there was an appropriation for that specific purpose. I interpreted it very strictly. I issued an order on the subject, and we are carrying it out.

Mr. STEPHENS. In other words, you would not interpret the words "only work in progress," for instance, to apply to all of that activity at Dahlgren?

Admiral McVAY. No, sir.

Mr. STEPHENS. Please tell me whether it permits expenditures for improvements, and, if so, what was in progress at that time?

Admiral McVAY. It does not permit any expenditures for improvements.

Mr. STEPHENS. None for improvements?

Admiral McVAY. No, sir; not of any facility except under a specific appropriation. You will find in there a provision that you can spend \$5,000, or amounts up to \$5,000, but I interpreted that to be in line with my testimony before the committee in which I said that we would have to build structures for testing armor, or something of that kind, and that they would not cost over four or five thousand dollars. I do feel this, of course, that if in firing at armor plate we break down a butt, we must build a butt there to take its place.

Mr. STEPHENS. Can you supply for the record a statement of what improvements were being carried out under appropriations at the time of the armistice?

Admiral McVAY. Yes, sir; I can supply that for Mr. Dahlgren. I would like to enter in the record this that it will not be onesided, that while we stated, as has been stated, that the bureau expended probably \$2,000,000 for certain purposes which did not meet with the approval of the committee, there was appropriated and authorized by the Bureau of Ordnance during the war \$970,070,952, and we turned over into the Treasury over one-third of that money, which has been expended. One hundred and ninety-six millions have been turned in as the result of legislation repealing certain acts. There was \$196,000,000 of that \$300,000,000 that was turned in, but the other part of the \$300,000,000 was turned over to the Bureau of Ordnance stopped.



Contract.	Name.	Amount of appropriation.	Appropriation title.	Allotment No.	Date.		Total amount paid.	Payments made after armistice.
					Started.	Finished.		
2370-A-X	1,500 kw. turbo genr.	\$28,360.00	Imp. powder fr.	8208-43	Mar. 14, 1918	Jan. 7, 1919	\$28,000.00	\$28,000.00
2441-D-X	2 600 B. W. boilers.	35,834.71	Arm. vsl. 17 & 18.	8208-13	June 2, 1918	Apr. 24, 1919	35,834.71	35,834.71
2451-A-X	Coal and ash handling equipment.	34,738.75	Arm. vsl. 1918.	8208-12	Sept. 5, 1918	Aug. 9, 1919	35,108.73	9,124.53
2594	Fiers and bulkheads.	83,333.33	Imp. to ordn. sta.	8207-2	Nov. 3, 1917	Dec. 30, 1918	120,240.24	60,146.51
2594-X	do.	36,915.91	do.	8207-2A	(?)	do.		
2602	2 blending towers and packing houses.	43,400.00	Arm. vsl.	8208-2	Mar. 10, 1918	Dec. 12, 1918	109,552.87	93,644.05
2687	Single tr. R. R. & wharf.	44,792.16	do.	8208-44	Dec. 18, 1917	Jan. 25, 1919	311,615.14	113,248.10
2687	do.	148,869.01	Imp. to ordn. sta.	8207-5	June 10, 1918	Jan. 31, 1919	452,187.46	189,039.76
2713	22 powder dry houses.	322,000.00	Arm. vsl.	8208-1	Mar. 1, 1918	Jan. 31, 1918	43,237.77	24,987.40
2713	do.	139,000.00	1917 & 1918.	8208-17	May 27, 1918	Dec. 28, 1918	34,775.66	15,967.81
2713-B	3 powder dry houses.	44,724.71	N. E. fund N. P. G.	8201-3	Jan. 10, 1918	Jan. 31, 1918	43,237.77	24,987.40
2713-C	Sulphur storehouse & elevator house.	5,421.00	Arm. vsl.	8208-43-2	May 27, 1918	Dec. 28, 1918	34,775.66	15,967.81
2713	Construction camp.	24,921.92	1917 & 1918.	8208-43-2	May 27, 1918	Dec. 28, 1918	34,775.66	15,967.81
2713-E	Solv. recovery #2.	4,657.08	Arm. vsl.	8208-14-2	Feb. 28, 1918	Jan. 10, 1919	225,066.91	30,443.10
2713-F	Solv. recovery #1, 4 & 5.	30,000.00	1917-18.	8208-10	Jan. 23, 1918	do.	36,346.01	2,342.01
2713-G	do.	45,000.00	Arm. vsl. 1917-18.	8208-4	Mar. 15, 1918	Dec. 9, 1918	120,491.35	22,538.02
2717	2 magazine bldgs.	87,232.00	do.	8208-5	Mar. 15, 1918	Dec. 9, 1918	120,491.35	22,538.02
2811	1 3,000 k. w. genr.	56,385.00	No.	8208-20	Mar. 16, 1918	Dec. 12, 1918	78,176.93	6,960.27
2812	Du Pont const. camp.	101,000.00	do.	8208-21	Sept. 5, 1918	May 19, 1919	56,385.00	563.95
2912	do.	32,500.00	Arm. vsl. 17, 18, & 19.	8208-14	Mar. 28, 1918	Feb. —, 1919	151,156.99	60,364.16
3016	R. R. new dry ho. area.	120,000.00	do.	8208-46	June 11, 1918	Jan. 28, 1919	114,982.12	75,224.63
3016-X	do.	29,600.00	Arm. vsl. 1918.	8208-23	June 11, 1918	Jan. 28, 1919	114,982.12	75,224.63
3029	Enlrgm. coal storage area.	25,357.58	do.	8208-41	(?)	Feb. 27, 1919	55,326.22	55,326.22
3029	do.	32,375.00	do.	8208-24	July 20, 1918	Apr. 2, 1919	55,326.22	55,326.22
3096	Repairs chem. lab.	20,000.00	do.	8401-2	July 27, 1918	Feb. 28, 1919	25,914.10	3,978.40
3096	do.	5,350.00	Ordin. & ordn. stores.	8401-1	Nov. 1, 1918	May 27, 1919	58,985.56	58,985.56
3207	Bach. officers qtrs.	58,600.48	Arm. vsl.	8208-12	Aug. 28, 1918	Mar. 28, 1919	22,332.93	22,332.93
3209	Lab. office bldg.	23,967.00	Arm. vsl. 1919.	8208-1	Sept. 11, 1918	Mar. 24, 1919	20,863.61	20,863.61
3271	Post office bldg.	20,447.27	Em. exp., Y. & D.	8208-2	Oct. 8, 1918	Mar. 26, 1919	52,306.14	52,306.14
3278	Dredging, new wharf.	52,306.14	Arm. vsl. 1919.	8208-31	Oct. 8, 1918	Mar. 26, 1919	52,306.14	52,306.14

1 Suspended Jan. 31, 1919.

## Data on contracts in progress at time of armistice, naval proving ground, Indianhead, Md.—Continued.

Contract.	Name.	Amount of appropriation.	Appropriation title.	Allotment No.	Date.		Total amount paid.	Payments made after armistice.
					Started.	Finished.		
3441.....	Add. to P. wks. office.....	\$23.23	Em. exp., Y. & D.....	9208-24	.....	.....	\$23.23	\$23.23
2685.....	Ex. to power house.....	283,531.00	Am. vsl., 17, 18 & 19.....	9206-10	Mar. 14, 1918	Aug. 28, 1919	466,274.67	372,394.49
2685-B.....	Ex. to boiler ho. bldg.....	32,042.90	do.....	9206-24	May 11, 1921	July 31, 1919	22,978.93	21,554.42
2709.....	Artesian wells.....	55,685.00	do.....	9206-21	Feb. 20, 1918	Dec. 6, 1919	60,450.62	26,375.70
2773.....	Eq. of solvent recov.....	275,000.00	do.....	9206-8	.....	.....	.....	.....
2773-A(a).....	Eq. P. & P., de. hyd. & eth. hos.....	113,729.00	do.....	9206-15	Apr. 8, 1918	Oct. 3, 1919	445,592.04	361,080.80
2773-A(b).....	Misc. lines, system.....	230,000.00	do.....	9206-22	Sept. 16, 1918	July 31, 1919 <sup>a</sup>	525,250.51	525,195.36
3046.....	11 bldgs.....	541,380.00	do.....	9206-27	Oct. 8, 1918	July 31, 1919 <sup>a</sup>	.....	.....
3197.....	Mech. stokers.....	268,103.20	Am. vsl., 1919.....	9206-34	Aug. 5, 1918	July 19, 1919	282,646.76	243,815.12
3208.....	Coal stg. & sm. boat bas.....	33,643.00	Am. vsl.....	9206-25	.....	Nov. 6, 1918	33,579.48	33,579.48
3208-X.....	do.....	167,000.00	do.....	9206-37	.....	.....	29,273.45	29,273.45
3352-D.....	1-7,500 K. V. A. generator.....	29,273.40	do.....	9206-30	.....	.....	.....	.....
3797-G.....	Condser., air cooler, & pumps.....	90,800.00	do.....	9206-8	Feb. 6, 1920	Dec. 12, 1918 <sup>a</sup>	89,107.90	89,107.90
2779-A X.....	Eq. turbo. gen., 1,500 K. W.....	25,000.00	do.....	9206-43	Nov. 1, 1917	May 3, 1919	21,312.00	21,312.00
2385.....	Oxid-absorp. nav. nitr. pl.....	180,000.00	Imp. pl. factory.....	8258-42-10	.....	.....	8,952.00	8,952.00
3466.....	Impt. to county rd.....	80,000.00	Na'y nitrate plant.....	9276-4	.....	.....	.....	.....
			Ord. & ord. stores, 1919.....	9401-3	.....	.....	.....	.....

<sup>a</sup> Abandoned Nov. 11, 1918.<sup>b</sup> Suspended July 31, 1919.<sup>c</sup> Date of contract.<sup>d</sup> Canceled at armistice.<sup>e</sup> Superseded by 2650.

Mr. McCLINTIC. That was turned in because the legislation was repealed?

Admiral McVAY. No, sir; it was turned in because it was decided not to expend it and as a result of settling up contracts that we made. We settled up over 98 per cent of all the contracts under the Bureau of Ordnance, and there were only three suits instituted in the Court of Claims. We cleared up everything, and over \$300,000,000 have gone into the Treasury.

Mr. McCLINTIC. Then, you do not think it will be necessary to pass any legislation permitting the contractors that have made 6 per cent profit to come into the courts?

Admiral McVAY. No, sir; it would not affect us because we have a clear release from every contractor other than those in the Court of Claims.

Mr. STEPHENS. Out of that war time appropriation that could be used for any purpose, under the Bureau of Ordnance—

Admiral McVAY (interposing). It could be used for the purposes for which it was appropriated, but we simply turned it back. We canceled the contracts and turned it back.

Mr. STEPHENS. Could you use a part of that for improvements at Dahlgren?

Admiral McVAY. Yes, sir; \$26,600,000 was turned back under the appropriation "Ordnance and ordnance stores," which appropriation was then available for improvements at ordnance stations.

Mr. STEPHENS. I asked you about the improvements that were being carried out under general appropriations at the time of the armistice: Could you give me in connection with that a statement of those that were terminated after the armistice, and also a statement showing the type of contract that was used at the nitrate plant at Indianhead?

Admiral McVAY. Yes, sir.

Mr. STEPHENS. And what property accrued to the Government in the settlement of those contracts, and what amount was paid in the settlements?

Admiral McVAY. All the contracts or just the nitrate plant contracts?

Mr. STEPHENS. Only the nitrate plant contracts.

Admiral McVAY. The contract was placed with the J. G. White Engineering Corporation and was on the basis of cost plus a fixed fee. A copy of the contract and of the supplemental agreement dated September 19, 1918, embodying the terms of settlement on account of partial cancellation, are attached hereto. The total amount paid to the company under the contract was \$412,250.11, which included the contractor's fee of \$40,453. Equipment taken over from the J. G. White Co. was turned over to the proving ground in connection with the settlement of the Navy nitrate contract. Part of this material was used at Indianhead and part at Dahlgren. This material included a large assortment of small miscellaneous items of building material and fixtures, electrical fixtures, hand tools, and contractor's equipment. The larger items included horses, wagons, harness, barges, a launch, 4 automobiles, 3 auto trucks, miscellaneous machinery, lumber, nails, and roofing paper.

All public bills for payment under this contract should include a reference to department, No. 1953.

## CONTRACT FOR NAVY NITRATE PLANT.

ENGINEERING AND CONSTRUCTION FOR THE PRODUCTION OF AMMONIA AND ITS CONVERSION INTO OXIDES OF NITROGEN.

*Names of contracting parties.*—This contract, made and concluded this 19th day of September, 1918, by and between the J. G. White Engineering Corporation, organized under the laws of Connecticut, represented by Gano Dunn, its president, party of the first part, hereinafter called the contractor, and the United States, represented by the Secretary of the Navy, party of the second part, hereinafter called the department:

Witnesseth that the contractor and the department do covenant and agree to and with each other as follows:

## ARTICLE FIRST.

*Duties of contractor—Location of plant—Capacity of plant.*—The contractor, for and in consideration of the payments to be made as hereinafter provided, will furnish the necessary outlays of capital, the consulting engineering services, designing engineering services and construction services, including the necessary labor, materials, and construction plant, but not including purchasing services, required to provide at the naval proving ground, Indianhead, Md., for the synthetic production of ammonia a complete plant having a rated capacity of 60,000 pounds of ammonia per day, by the General Chemical Co.'s process, and for the catalytic conversion of this ammonia into oxides of nitrogen, a complete plant having a rated capacity equivalent to 180,000 pounds of 96 per cent nitric acid per day.

*Scope of consulting engineering services.*—(a) The referred to consulting engineering services, directed by the department under the guidance of the General Chemical Co., consist of the comprehensive or general design of the whole project as embodied in the estimates submitted by the contractor, aggregating approximately \$9,150,000. They cover in general:

Gas plant, machine shop, pipe shop, general stores, caustic recovery and storage plant, ammonia process plant, ammonia oxidation plant, acid absorption plant, acid concentration plant, filtration plant, pumping plant, power plant, mixing plant, temporary houses, including commissary, mess, and hospital for men on construction, permanent dwellings for operators, community houses, offices, laboratories, sewerage waterworks, roads, industrial railroads, fences, other auxiliaries.

*Plans, drawings, and layout.*—And they include the preparation of plans and drawings for the complete layout and arrangement of the system of buildings, grounds, roads, and other features enumerated in this section; and the layout of individual buildings as to their character, dimensions, and locations, the determination of their functions and capacities and their relation to other parts of the project sufficient to enable their specific engineering design to be made by the Bureau of Yards and Docks.

*Progress schedules.*—They also include the preparation of progress schedules, laying down the time requirements for the completion of all parts of the work (including the parts to be carried out by the Bureau of Yards and Docks) requisite to the coordination of the construction of all the elements of the whole project in the interest of the most rapid possible completion of the total work.

*Scope of designing engineering services.*—(b) The referred to designing engineering services, as distinguished from the consulting engineering services, consist of the specific engineering designing as directed by the department, under the guidance of the General Chemical Co., of the elements of the whole project listed in article I, section (a), with the exception of those elements listed immediately following, namely:

Power plant, power plant building, gas plant building, machine shop building, filtration plant building, pumping plant building, acid absorption plant building, pipe shop building, general stores building, caustic recovery and storage building, ammonia process plant building, ammonia oxidation plant building, acid concentration plant building, mixing plant building, office building, laboratory building, permanent dwellings for operators, permanent community houses, and with the further exception of acid absorption plant, acid concentration plant.

*Design of buildings and power plant by Bureau of Yards and Docks.*—The specific engineering designs of the buildings and of the power plant are to be made by the Bureau of Yards and Docks in harmony with the general design of the whole project by the contractor under the provision for consulting engineering services, and the construction of the buildings and power plant is to be carried out by other contractors to be selected by the Bureau of Yards and Docks.

*Design of acid absorption and acid concentration plants by another contractor.*—The acid absorption plant and the acid concentration plant are to be both designed and

constructed by another contractor, selected by the Bureau of Ordnance, unless prior to October 19, 1918, under the terms of a letter from the contractor, constituting in that event a supplement to this contract, the department shall order the contractor to cancel the inclusion of the acid absorption plant and the acid concentration plant in the list of excepted elements enumerated in article first, section (b).

*Designing engineering defined—Detail purchasing specifications to be supplied to Bureau of Supplies and Accounts—Exceptions.*—The designing engineering services defined in this section consist of the engineering investigations, computations and calculations, the determinations of the sizes, functions, arrangements, dispositions, and connections of the apparatus, machinery, and auxiliary devices of both standard and special equipment, and the preparation of the detailed working drawings embodying these, together with the preparation of detailed purchasing specifications that are to be supplied by the contractor through the Bureau of Ordnance to the Bureau of Supplies and Accounts for enabling the latter to purchase in the name of the department, all materials, machinery, equipment, and supplies entering into the project, except such moderate amount of field supplies as the Bureau of Supplies and Accounts may permit the contractor to purchase with the approval of the Bureau of Supplies and Accounts for the account of the department, as a convenience.

*Construction services defined.*—(c) The referred to construction services consist of furnishing for those elements of the whole project to which the contractor's designing engineering services, defined in article first, section (b), apply, the necessary skilled and unskilled labor, materials, tools, equipment, special equipment, supplies, and construction plant; and the services of management supervision, erection, fabrication, cost-keeping, policing, the recruiting of labor, inspection, and the operating of temporary workmen's houses, commissary, mess, and hospital.

*Purchasing or procurement services to be rendered by Bureau of Supplies and Accounts—Contractor to prepare bills of materials, specifications, etc., secure approval of representative of Bureau of Supplies and Accounts and forward to Washington for purchasing orders to be issued by the Bureau of Supplies and Accounts—Payment for purchases.*—(d) Purchasing or procurement services are not to be rendered by the contractor, but by the Bureau of Supplies and Accounts. In connection with these services, the contractor is to take off bills of material from the drawings and designs, prepare detailed specifications and lists, determine quantities and quotas, and required dates of delivery; and after submitting these for approval of a representative of the Bureau of Supplies and Accounts, whom the department agrees to locate in the contractor's New York office, forward them to the Bureau of Supplies and Accounts in Washington through the Bureau of Ordnance, who will review, revise, return for amendment or correction, and finally pass them to the Bureau of Supplies and Accounts with such recommendations as the Bureau of Ordnance may see fit to make, whereupon purchasing orders or purchasing contracts will be signed and executed in the name of the department by the Bureau of Supplies and Accounts, who will furnish the contractor with copies of all papers, orders, contracts, and correspondence, and will pay for the purchases when their delivery at the site has been duly receipted by the contractor under the supervision of the representatives of the department.

*Work, etc., to be to the satisfaction of the Chief of the Bureau of Ordnance.*—(e) All of the work, materials, facilities, and services furnished by the contractor described in article first are to be specifically to the satisfaction of the Chief of the Bureau of Ordnance.

#### ARTICLE SECOND.

*Time of completion of work.*—The entire work hereunder agreed to be performed shall be completed in all respects as soon as practicable, and it is estimated that the time of completion will be on or about one year from the date of this contract, subject to the delivery of materials according to the progress and completion schedules laid down by the contractor, and also subject to the completion of the power plant and buildings listed in article first, section (b), by the Bureau of Yards and Docks on the dates laid down by the contractor in the same schedules.

#### ARTICLE THIRD.

*Cost of work defined.*—For and in consideration of the faithful performance of this contract the contractor shall be paid the actual cost of the work defined as follows, plus the lump-sum fee named in section (p) of this article.

*Pay roll.*—(a) The pay-roll cost of all direct labor, definitely ascertainable as employed in carrying out the work contemplated by this contract.

*Cost of materials, machinery, etc.*—(b) The cost of all direct materials, machinery, equipment, hand tools (not owned by workmen), and supplies furnished by the

contractor, but this shall not be construed to cover construction in section (c) of this article. The cost shall be the net cost to the contractor, invoice cost less cash, trade and quantity discounts, plus duty, freight, and drayage paid by the contractor.

*Cost of subcontracts.*—(c) The cost of all subcontracts made with the department.

*Cost of plant rental of plant rented by contractor.*—(d) The cost of plant rental paid by the contractor at rates not to exceed those mentioned in the schedule of rates hereto attached, for construction plant in sound and workable condition, such as pumps, derricks, concrete mixers, boilers, clam-shell or other excavators, motors, electric drills, electric hammers, electric hoists, steam shovels, cranes, power saws, engineers' levels and transits, and such other equipment as may be necessary for the proper and economical prosecution of the work, which shall not be worn out by its use thereon.

*Cost of plant rental of plant owned by contractor; when total rental valuation no further rental shall be paid; department may purchase plant.*—(e) Rental due to the contractor for such construction plant or parts thereof shall be paid at the rates mentioned in the schedule of rental rates hereto attached, except as hereinafter set forth. When such construction plant, or parts thereof, shall arrive at the site of the work the contractor shall file with the department a schedule setting forth the fair valuation at that time of such construction plant. Such valuation shall be deemed final unless the department shall determine otherwise after the construction plant has been set up and is working, change in which event the valuation made by the department shall be final. If the total rental paid to the contractor for any such plant shall equal or exceed the valuation thereof no further rental shall be paid to the contractor and the department. At the completion of the work the department may purchase for the United States any part of such construction plant owned by the contractor by paying to the contractor the difference between the value of such part or parts and the total rentals theretofore paid therefor.

*Start of rental period on plant.*—Rental of any part of construction plant shall begin with the day of its arrival at the site of the work and shall apply day until such time as the contractor shall have no further use for the plant, or until its retention, or until its use is discontinued on the request of the department.

*Changes of rental rate from schedule—No rental on plant owned by United States.*—(f) If the department shall determine that the use of any part of rental as substitutes for those set forth in the schedule of rental rates is warranted, agreed upon in writing between the contractor and the department, substitute rates of rental may be directed by the cost or commission of the department, such rates to be in conformity with rates of rental generally charged for similar work. If the department or the United States shall furnish or supply any construction plant, the contractor shall not be allowed any rental therefor.

*Cost of loading and unloading plant.*—(g) The cost of loading and unloading construction plant, the transportation thereof to and from the place where it is to be used in connection with the work, the installation and disconnection, and ordinary repairs and replacements during its use in the work.

*Cost of recruiting and procurement of labor.*—(h) The cost of the recruitment of labor, including the necessary transportation and expenses of the contractor, the work and the cost of expediting the production and transportation of equipment.

*Pay roll of engineers, superintendents, clerks, etc., in field office—Employees in the principal office.*—(i) The pay-roll cost of resident engineers, superintendents, timekeepers, clerks, foremen, and other employees in the principal office, and the pay-roll cost of material men, engineers, supervisors, designers, draftsmen, assistants, inspectors, clerks, clerks, material and traffic men, employed in the work in the principal office, shall be included in the pay-roll cost of the contractor. In case the full time of any of the above-mentioned persons shall be devoted to the work, but is divided between this work and other work, only the pay-roll cost that applies to this work shall be included in this item.

*Cost of telegrams, phone calls, postage, etc.*—(j) The cost of telegrams, telephone messages, expressage, and postage, definitely allotable to the principal office of the contractor.

*Cost of temporary buildings, their maintenance and operation—Reveries, messes, etc., applied to reduce cost.*—(k) The cost of building and maintaining the necessary field offices, temporary workmen's barracks, messes, and hospital and the cost of maintaining and operating these minor expenses as telegrams, telephone service, expressage, and postage, from the operation of these shall be accounted for by the contractor and included in the reduction of the cost.

*Cost of bonds and insurance—Cost of damages not covered by insurance.*—(k) The cost of the bond required by this contract, any other bonds and such insurance as the department may approve or require; and losses due to accident or damage, and legal and other expenses in connection therewith or incurred in resisting claims therefor, sustained by the contractor and not compensated by insurance or otherwise, including settlements made with the written approval of the department.

*Cost of permits, fees, royalties.*—(l) The cost of permits, fees, royalties and other similar items of expense, necessary to the execution of this contract, provided this cost is approved in advance by the department.

*Cost of traveling expenses.*—(m) The cost of such proportion of the transportation, traveling and living expenses of corporate officers, engineers, construction supervisors, traveling auditors, and other employees of the contractor as is actually incurred in connection with this work.

*Miscellaneous costs.*—(n) Such other items as should in the opinion of the department be included in the cost of the work. When such an item is allowed by the department, it shall be specifically certified as being allowed under this paragraph.

*Items not to be included in cost.*—(o) No pay roll cost of the contractor's corporate officers, no part of the expense of conducting the contractor's principal office, and no overhead expenses of any kind except as specifically listed in this article third, shall be included in the cost of the work, nor shall there be included any interest on capital employed or on borrowed money, any advertising (except for labor), collection expenses, excessive salaries, credit losses, depreciation of securities, legal expenses incurred in connection with the adjustment of this contract with the Government, nor any legal expenses having no relation to this contract, expenses incurred in the issue of any stock or bonds, deferred charges having no relation to this contract, income taxes, war profit, excess profit, or capital stock taxes imposed by the United States Government.

*Contractor's fee—Division of fee—Monthly payments on account of fee first installment—Final payment.*—(p) In lieu of general and administrative expenses, and of the items enumerated in section (o) of this article, and of profit, a lump sum fee of three hundred and ten thousand five hundred and fifty dollars (\$310,550) composed of forty-five thousand seven hundred and fifty dollars (\$45,750) for the services in article first, section (a), and two hundred and sixty-four thousand eight hundred dollars (\$264,800) for the services in article first, sections (b), (c), and (d), in eleven equal monthly installments of twenty-five thousand dollars (\$25,000) each, aggregating two hundred and seventy-five thousand dollars (\$275,000), the first installment one month after the date of this contract, and the remainder, aggregating thirty-five thousand and five hundred and fifty dollars (\$35,550), upon the completion of the work of the contractor to the satisfaction of the Chief of the Bureau of Ordnance, as set forth in article eleventh.

#### ARTICLE FOURTH.

*Contractor to secure materials and labor at lowest price consistent with quality.*—The contractor will use every endeavor to perform its obligations under this contract to the satisfaction of the Chief of the Bureau of Ordnance and to obtain such of the materials, machinery, equipment, appurtenances, supplies, services, and labor, as it shall furnish for the performance of this contract at the lowest possible prices consistent with the quality required for the work, and shall in no case pay higher prices than are or would be paid under like circumstances for the contractor's own purposes.

*Agreements for purchases by contractor subject to approval of the department.*—Specifications of all materials, machinery, equipment, appurtenances, and supplies, and the agreements under which such are purchased, if purchased by the contractor, and all prices, awards, and labor schedules, shall be subject to the approval of the department.

#### ARTICLE FIFTH.

*Payment to contractor.*—Payments to the contractor by the department shall be made to cover approved charges under sections (a-p), inclusive, of article third, as and when bills therefor are presented by the contractor.

*Expenditures made by contractor prior to date of this contract.*—Expenditures made by the contractor prior to the date of this contract shall be paid if, had such expenditures been made subsequent to the date hereof, the same would have been payable hereunder.

*Discounts.*—The contractor shall take advantage of all discounts available.

*Contractor shall keep records and accounts.*—The contractor shall keep or cause to have kept full and accurate accounts and records pertaining to this work and to all

expenses proratable to this work, and all such accounts and records at all times to the department and its representatives, and such statements relative to the expenditures shall be made as are directed by the department.

*No change in contractor's present methods of keeping costs, provided they are adequate.*—No change shall be required in the present methods of keeping costs, provided the department finds them adequate for the proper and accurate determination of the proper charges against the department. If practicable, the contractor shall maintain a complete system of accounts. All information obtained from the contractor's accounts and records shall be confidential.

*Preservation of contractor's books and records after completion of contract.*—Books and records pertaining to the contract shall be preserved until at least one year has elapsed after final settlement of the contract.

#### ARTICLE SIXTH.

*Cost of compensation board.*—The Chief of the Bureau of Ordnance and the General of the Navy shall constitute a cost or compensation board for the duration of this contract.

*Final approval of bills by Secretary of Navy.*—All bills shall be subject to final approval by the Secretary of the Navy. All warrants for payments under the contract shall be made payable to the contractor or its order.

#### ARTICLE SEVENTH.

*Contractor shall not create or suffer to be created liens, etc., against work.*—The contractor shall protect department against liens, etc.—The contractor agrees not to create or suffer to be created any mortgage, lien, pledge, attachment, or other incumbrance on any of the component parts, materials, supplies, or other property in its possession. If it is herein contemplated shall presently or ultimately be paid for directly by the United States, and in the event that such mortgage, lien, attachment, or incumbrance is created, the contractor agrees to pay and discharge the same, or if he disputes the validity of the claim out of which such incumbrance arises, to immediately bond the same to the end that all such property shall remain at all times free and clear.

#### ARTICLE EIGHTH.

*This contract or any interest in it not transferable.*—No Member or Delegate of the Navy or Navy official to be interested in this contract or benefits.—This contract shall not be transferred by the contractor to any other person or persons. No Member of or Delegate to Congress, officer of the Navy, or any office or appointment under the Navy Department, is or shall be a share or part of this contract or to any benefits arising herefrom.

#### ARTICLE NINTH.

*Hours of labor subject to section 2, 8-hour law of June 19, 1912.*—Subject to the conditions outlined in section 2 of the 8-hour law of June 19, 1912, no laborer or mechanic doing any part of the work contemplated by this contract in the employment of the contractor or any subcontractor contracting for any part of said work contemplated by this contract shall be required or permitted to work more than eight hours in any one calendar day on such work.

*Penalty for violation of labor laws whether by contractor or subcontractor.*—For each violation of the 8-hour law.—For each violation of this provision, the contractor or subcontractor shall be imposed for every laborer or mechanic for every calendar day on which he shall be required or permitted to labor more than eight hours upon said work, an amount of such penalties shall be withheld for the use and benefit of the laborer or mechanic from any moneys due under this contract, whether the violation of the law is committed by the contractor or any subcontractor: *Provided, however,* That this clause shall not be enforced while Executive order No. 2559-A, dated June 19, 1917, shall be in force.

#### ARTICLE TENTH.

*The department may make changes in plans, specifications, construction, etc., and the contractor shall be given due notice.*—If they materially alter magnitude or character of the work there shall be an appropriate change in contractor's compensation.—The de-



from time to time make changes in the plans and specifications with respect to the engineering, construction, and equipment of the plants to be erected hereunder, provided the contractor shall be given due notice of such changes, and provided such changes do not materially alter the magnitude or scope of the work, without corresponding appropriate change of the contractor's lump sum compensation named in section (p), article third.

*Department may terminate contract before completion making just and fair settlement.*—The department shall have the right to terminate this contract at any time as its interests may require, provided that if terminated before the completion of the work, a just and fair settlement shall be made with the contractor.

#### ARTICLE ELEVENTH.

*When all conditions of contract have been performed contractor shall within 10 days receive final payment after executing final release against department.*—When all conditions, covenants, and provisions of this contract shall have been performed and fulfilled by and on the part of the contractor it shall be entitled within 10 days after the filing and acceptance of its claim to receive such amount as it may be entitled to in final payment, under this contract, on the execution of a final release to the department in such form and containing such provisions as shall be approved by the Secretary of the Navy, of claims against the department arising under or by virtue of this contract.

#### ARTICLE TWELFTH.

*Disputes and doubts regarding contracts shall be referred to Secretary of Navy.*—If any disputes or doubts arise as to the meaning of anything in this contract, the matter shall be referred to the Secretary of the Navy at once for determination and his decision in the premises shall be conclusive and binding upon the parties hereto.

#### ARTICLE THIRTEENTH.

*Contract shall not have been procured by third person—No brokerage or fee paid for procuring contract—No brokerage or fee included in contract fee.*—The contractor expressly warrants it has employed no third person to solicit or obtain this contract in its behalf, or to cause or procure it to be obtained upon compensation in any way contingent in whole or in part upon such procurement; and that it has not paid or promised or agreed to pay to any third person in consideration of such procurement or in compensation for services in connection therewith, any brokerage, commission, or percentage upon the amount receivable by it hereunder; and that it has not in estimating the contract lump sum fee named by it, included any sum by reason of any such brokerage, commission or percentage; and that all moneys payable to it hereunder are free from obligation to any other person for services rendered or supposed to have been rendered in the procurement of this contract.

*Any breach of this warranty cause for annulment of contract.*—It further agrees that any breach of this warranty shall constitute adequate cause for the annulment of this contract by the United States, and that the United States may retain to its own use from any sums due or to become due thereunder, any amount equal to any brokerage, commission or percentage, so paid or agreed to be paid.

#### ARTICLE FOURTEENTH.

*Protection of property at expense of department.*—In addition to the ordinary precautions heretofore adopted by the contractor for the protection of the work, the contractor shall provide at the expense of the department such additional watchmen and devices for the protection of its plant and property and the work in progress for the Navy Department against espionage, acts of war and of enemy aliens, as may be required by the Secretary of the Navy.

*Contractor shall when required report on citizenship, nationality, etc., of employees.*—The contractor shall, when required, report to the Secretary of the Navy, the citizenship, country of birth, or alien status, of any and all of its employees.

*Contractor shall when required refuse employment or discharge persons designated by Secretary of Navy as undesirable.*—When required by the Secretary of the Navy, it shall refuse to employ or if already employed forthwith discharge from employment and exclude from the work, any person or persons designated by the Secretary of the Navy for cause as undesirable for employment on work for the Navy Department.

## ARTICLE FIFTEENTH.

Contractor shall comply with all local laws—Minors under 14 years shall not be employed—Minors between 14 and 16 shall not work more than eight hours in any one day—Convict labor shall not be employed unless the President of the United States rules to the contrary.—It is understood and agreed that all work required in carrying out the contract shall be performed in full compliance with the laws of the State, Territory, or District of Columbia, where the work is performed; provided that the contractor shall not employ in the performance of this contract any minor under the age of 14 years or permit any minor between the age of 14 and 16 years to work more than eight hours in any one day, more than six days in any one week, or before 6 a. m. or after 7 p. m.; nor shall the contractor directly or indirectly employ any person undergoing sentence of imprisonment at hard labor which may have been imposed by a court of any State, Territory, or municipality, provided that the President of the United States may by Executive order modify this provision with respect to the employment of convict labor, and provide the terms and conditions upon which labor of this kind may be employed. This provision shall be of the essence of the contract.

*Navy nitrate plant at Indianhead—Schedule of rental rates per day for construction plant apparatus.*

Adding and listing machines.....	\$8.00
Automobiles costing less than \$1,000.....	5.00
Automobiles costing \$1,000 and up.....	10.00
Autotrucks, 1 to 2 tons, inclusive.....	10.00
Autotrucks, 2½ to 3½ tons, inclusive.....	15.00
Autotrucks, 4 tons and up.....	20.00
Back fillers.....	3.50
Beyers auto crane (tractor).....	20.00
Boilers only, 25 horsepower and smaller.....	2.00
Boilers only, 30 horsepower and under 50 horsepower.....	2.75
Boilers only, 50 horsepower and under 75 horsepower.....	3.50
Boilers only, 75 horsepower and under 100 horsepower.....	5.00
Boilers only, 100 horsepower and under 200 horsepower.....	7.00
Bucket tippie or bottom dump.....	.50
Bucket, orange-peel, under 1 yard.....	2.00
Bucket, orange-peel, 1 yard or over.....	3.50
Bucket, clamshell, under 1 yard.....	2.00
Bucket, clamshell, 1 yard or over.....	3.00
Boring machine, pneumatic.....	.50
Boring machine, electric.....	.50
Car, skip, 1½ cubic yards.....	.50
Car, skip, 3 cubic yards.....	1.00
Car, steel, 1 cubic yard and smaller.....	.50
Car, 4 yards, wooden.....	.50
Car, 6 yards, wooden.....	.75
Car, 12 yards, wooden.....	1.50
Car, 1 yard, hopper, radial gate.....	.50
Car unloader, dumping.....	.50
Cableway, with engine, small type for trench work.....	8.00
Camera, 5 by 7 and larger.....	.50
Concrete buggies, 2-wheel.....	.15
Concrete-block machine.....	1.50
Concrete mixer, small, with gas engine.....	3.00
Concrete mixer, with motor, under 1 yard.....	4.00
Concrete mixer, with motor, 1 yard and over.....	6.00
Concrete mixer, boiler and engine, under 1 yard.....	4.00
Concrete mixer, boiler and engine, 1 yard and over.....	6.00
Concrete mixer, without motor or engine, 1 yard and over.....	3.50
Concrete mixer, Marsh capon.....	5.00
Concrete mixer, Foote Read type.....	15.00
Compressor, belt driven without motive power up to 200 cubic feet.....	1.00
Compressor, over 200 cubic feet.....	2.00
Compressor, 10 by 10 straight line, steam.....	3.50
Compressor, 12 by 12 straight line, steam.....	5.00
Compressor, with gas engine on wheels, 150 cubic feet.....	5.00

Compressor, Westinghouse, locomotive type, 9½ inches.....	\$0. 50
Compressor, Westinghouse compound.....	1. 00
Conveyor, gravit'y, per 100 linear feet.....	1. 00
Crusher, rock, without motive power.....	2. 00
Crusher, rock, with elevator and screen.....	3. 00
Drill, steam.....	1. 00
Drill, air, small.....	. 50
Derrick, less than 30-foot boom: no engine.....	1. 50
Derrick, 30-foot to 59-foot boom: no engine.....	2. 50
Derrick, 60-foot to 85-foot boom: no engine.....	3. 00
Derrick, breast.....	. 25
Derrick, small hand-power circular swing.....	. 25
Diving outfit, with pumps.....	10. 00
Drill, auto traction.....	10. 00
Dump wagon.....	. 50
Elevator, platform and bucket.....	. 25
Elevator, with hopper for concrete.....	. 75
Engine, skeleton 1, drum.....	1. 00
Engine, skeleton 2, drum.....	1. 50
Engine, skeleton 3, drum.....	2. 00
Engine, hoisting 1, drum with boiler.....	3. 00
Engine, hoisting 2, drum with boiler.....	5. 00
Engine, hoisting 3, drum with boiler.....	7. 50
Engine, horizontal or vertical, under 11 horsepower (steam).....	. 50
Engine, horizontal or vertical, 11 horsepower to 40 horsepower.....	1. 50
Engine, steam, horizontal, 50 horsepower and under 100 horsepower.....	2. 00
Engine, steam, horizontal, over 100 horsepower.....	3. 00
Engine, gasoline, 10 horsepower and under.....	. 50
Engine, gasoline, over 10 horsepower and under 30 horsepower.....	1. 00
Engine, gasoline, 30 horsepower and over.....	1. 50
Field glasses.....	. 10
Generators, electric belted, under 50 kilowatts.....	2. 00
Generators, electric belted, 50 kilowatts and under 100 kilowatts.....	3. 00
Generators, electric belted, 100 kilowatts and under 200 kilowatts.....	4. 00
Hod elevator (without engine).....	. 25
Level (engineers).....	. 25
Locomotive crane, 8-wheel.....	50. 00
Locomotive, 36-inch gauge.....	5. 00
Locomotive, standard gauge.....	30. 00
Motor mixer.....	1. 00
Motor cycle.....	1. 00
Motor, electric, 1 to 2 horsepower, inclusive.....	. 15
Motor, electric, 3 to 5 horsepower, inclusive.....	. 25
Motor, electric, 6 to 10 horsepower, inclusive.....	. 50
Motor, electric, 12 to 25 horsepower, inclusive.....	1. 00
Motor, electric, 30 to 50 horsepower, inclusive.....	1. 75
<b>Machine tools:</b>	
Lathe, planer, shaper, and drill press.....	1. 00
Emery grinder, power hack saw, and bolt threading machine.....	. 50
Pile driver with drop hammer; no engine.....	1. 50
Pile driver with drop hammer and single drum engine.....	4. 50
Pile driver with drop hammer and double drum engine.....	6. 50
Pile hammer, steam, up to 2,500 pounds; no engine.....	3. 00
Pile hammer, steam, over 2,500 pounds.....	4. 00
Pile hammer, steam, up to 2,500 pounds, with engine and boilers.....	9. 00
Pile hammer, steam, over 2,500 pounds, with engine and boilers.....	10. 00
Pipe-cutting machine, 4 inches and under.....	2. 00
Pipe-cutting machine, over 4 inches.....	5. 00
Pump, direct-acting steam, up to 150 gallons.....	1. 50
Pump, direct-acting steam, over 150 gallons.....	2. 50
Pump, belted, plunger or piston type, up to 150 gallons.....	1. 00
Pump, belted, plunger or piston type, over 150 gallons.....	1. 50
Pump, centrifugal, 4-inch steam engine, connected.....	1. 50
Pump, centrifugal, 6-inch steam engine, connected.....	2. 00
Pump, centrifugal, 8-inch steam engine, connected.....	3. 00
Pump, centrifugal, 10-inch steam engine, connected.....	5. 00
Pump, centrifugal, 4-inch, belted.....	. 25

Pump, centrifugal, 6-inch, belted.  
 Pump, centrifugal, 8-inch, belted.  
 Pump, centrifugal, 10-inch, belted.  
 Pump diaphragm, hand.  
 Pump diaphragm, with gas engine.  
 Pulsometer, pump, 4-inch and under.  
 Pulsometer, pump, 6-inch.  
 Pay-roll record, outfit (Elliott Fisher).  
 Rail, per ton.  
 Roller, horse.  
 Roller, steam, 10-ton.  
 Riveting hammer, air or electric.  
 Saw bench, belt driven; no motor.  
 Saw bench, with motor or gas engine.  
 Saw table, circular, with gas engine.  
 Saw, combination boring, with gas engine.  
 Scale box.  
 Scraper wheel.  
 Sprinkling cart.  
 Steam shovel (small traction) or Keystone excavator.  
 Steam shovel (large railroad type).  
 Stump puller.  
 Scarifiers.  
 Transit.  
 Traction engine gasoline tractor.  
 Trenching machine, up to 24 inches, wide trench.  
 Trenching machine, over 24 inches, wide trench.  
 Typewriter.  
 Well driller, Loomis clipper.  
 Well driller, large portable outfit.  
 Western grader.  
 Welding outfit.  
 Winch, double purchase hand power.

In witness whereof the respective parties have hereunto set their  
 the day and year first above written.

THE J. G. WHITE ENGINEERING  
 GANO DUNN, *President.*

Witnesses:

O. P. STOKES.  
 C. F. CONN, *Secretary.*

THE UNITED STATES  
 JOSEPHUS D.  
*As Secretary*

Witness:

GRAHAM EGERTON,  
*Solicitor, as to Josephus Daniels, Secretary of the Navy.*

[All public bills for payment under this contract should include a reference to department contract No. 1953.]

#### SUPPLEMENTAL AGREEMENT.

Under department contract No. 1953 of September 19, 1918, with the  
 Engineering Corporation for Navy nitrate plant at naval proving  
 ground, Md.

Agreement made and concluded this 30th day of June, 1919, by and  
 J. G. White Engineering Corporation, organized under the laws of  
 doing business at No. 43 Exchange Place, New York City, party of the  
 inafter called the contractor, and the United States, represented by  
 the Navy, party of the second part, hereinafter called the department.

Whereas under date of September 19, 1918, a contract (department  
 entered into by and between the parties hereto for the furnishing of  
 of certain services, labor, materials, construction plant, etc., as more  
 lined and set forth in said contract, required in connection with the Navy  
 at the naval proving ground, Indianhead, Md.; and

Whereas by article 10 of said contract it is provided that "the department shall have the right to terminate this contract at any time as its interests may require, provided that if terminated before the completion of the work, a just and fair settlement shall be made with the contractor"; and

Whereas by virtue of the right reserved to it by the clause above quoted the department has notified the contractor "to cease all work and expenditures on the contract"; and

Whereas the basis of compensation to be allowed and paid the contractor and the settlement contemplated by said tenth article of the contract have been determined and agreed upon as hereinafter set forth;

Now, therefore, this agreement witnesseth, that in consideration of the premises, and for and in consideration of the payments to be made as hereinafter provided, the aforesaid contract is hereby terminated and the provisions thereof superseded, in part, as follows:

1. No further work shall be done toward the prosecution of this contract.

2. All costs and expenses properly chargeable to, and actually incurred in, the prosecution of this contract shall be borne by the department.

3. All materials, tools, machinery, equipment, etc., of any kind paid for by the department under said contract shall be and remain the property of the department.

4. In lieu of the lump-sum fee of \$310,550 provided by item (p) of article 3 of the contract, the department shall pay to the contractor a fee of \$40,453 as compensation in full for all services contemplated by said item (p), said sum to be due on the execution of this agreement and be payable in due course thereafter.

In consideration of the foregoing, and of the sum of \$40,453, lawful money of the United States (being the total balance remaining due and payable under said contract and this agreement), to it in hand paid by the department, the receipt of which is hereby acknowledged, the J. G. White Engineering Corporation does hereby, for itself and its successors and assigns and its legal representatives, remise, release, and forever discharge the United States of and from all and all manner of debts, dues, sum and sums of money, accounts, reckonings, claims and demands whatsoever in law and in equity for or by reason of or on account of the said contract of September 19, 1918, and this agreement.

Except as specifically provided herein, all the provisions of the contract aforesaid shall be and remain in full force and effect. Nothing contained in this agreement or done or required under its terms shall operate to annul, release or otherwise affect the validity of any bond given in connection with said contract, but said bond shall remain in full force and effect so far as affects any liability arising or that may arise under said contract, and the surety on the said bond shall, and by signing hereby does, consent to this agreement for the purpose of extending its obligations to the modifications aforesaid.

In witness whereof the respective parties hereto have hereunto set their hands and seals the day and year first above written.

THE J. G. WHITE ENGINEERING CORPORATION,  
By GANO DUNN, *President*. [SEAL.]  
NATIONAL SURETY CO.,  
By WM. A. THOMPSON, *Vice President*. [SEAL.]  
STUART JOHNSTON, *Assistant Secretary*. [SEAL.]  
THE UNITED STATES,  
By F. D. ROOSEVELT, [SEAL.]  
*As Acting Secretary of the Navy.*

Witness:

ALBERT D. CRANE.

GRAHAM EGERTON, *Solicitor*.

*As to F. D. Roosevelt, Acting Secretary of the Navy.*

Mr. STEPHENS. It was stated that you had \$25,000 more to expend of the appropriation at Dahlgren. If there were \$1,980,000 appropriated, and up to date \$2,220,000 spent, where do you get the \$25,000?

Admiral McVAY. I say that the \$25,000 is the balance from the appropriation which continues until expended. The other money came from the annual appropriation which was then available for that purpose.

Mr. STEPHENS. Then, as I understand it, the appropriation of \$1,980,000 has been expended?

Admiral McVAY. All but \$25,000.

Mr. STEPHENS. Out of that appropriation?

Admiral McVAY. That is the only appropriation now available for the completion of Dahlgren.

Mr. STEPHENS. I can not understand that, if there has been \$2,200,000 already spent.

Admiral McVAY. Not from that appropriation.

Mr. STEPHENS. It was not spent from that appropriation?

Admiral McVAY. No, sir; but from the entire appropriation which at that time was available, but which is no longer available.

Mr. STEPHENS. Can you give us the amount that was spent above 1,980,000, and from what appropriation?

Admiral McVAY. Yes, sir; I will put that in the record.

Mr. STEPHENS. And for what purposes, if you can state.

Admiral McVAY. Yes, sir; I will enter that in the record.

Total amount expended for the completion of Dahlgren in excess of the \$1,980,000 specifically appropriated to Sept. 30, 1921..... \$436,426.79

This amount was expended in completion of proof facilities and was restricted to those facilities absolutely essential to permit the proving ground to function. They are charged to appropriations, as follows:

Increase of the Navy, armor and armament.....	151,796.57
Ordnance and ordnance stores.....	282,230.49
Engineering.....	2,399.73

The CHAIRMAN. Admiral, this is entirely aside from anything that we have before us now, but I will be indebted to you if you will have your records examined and furnished a statement containing the following information: When we took over the ground here adjoining this plant in Washington, we acquired three houses, numbered—I think, 1003, 1005, and 1007 M Street. I would like to know how much it cost us to overhaul those houses, and I would like to know who occupies them, or what grade of officers occupy them.

Admiral McVAY. It happens that at the time this was done, I was the public works officer at the Washington Navy Yard. There are four of those houses, but you mentioned only three, the same being numbers 1003, 1005, 1007, and 1009 M Street. I recommended that we take those four houses and overhaul them to furnish quarters for officers, and I did that for two reasons: First, because the officers could not find quarters in Washington at that time, and, second, because the Government's saving in the commutation of quarters would more than pay the interest on the investment. Funds for that purpose were allotted by the Bureau of Yards and Docks, and they overhauled those houses, as I recall, at a cost of \$25,000. Three of them are occupied by officers of the rank of lieutenant and one is occupied by an officer of the rank of lieutenant commander.

Mr. McCLINTIC. Only one officer to the house?

Admiral McVAY. Yes, sir; they are very small houses.

Mr. SWING. Do you remember what they cost originally? As I understand, the houses come with the ground?

Mr. McCLINTIC. It cost \$25,000 to overhaul three houses?

Admiral McVAY. There were four houses, and it cost that to overhaul and furnish them. As I recall it roughly, that was the cost to overhaul and furnish them.

McCLINTIC. How much did the houses originally cost the Government under the condemnation proceedings?

Admiral McVAY. I do not know.

STEPHENS. I have some questions here in reference to Alexandria, and I will submit them and let you furnish the answers in record. The first question is, from what appropriation was that established?

Admiral McVAY. An allotment of \$2,760,000 was made by the Government of the United States from the appropriation "Increase of Navy, torpedo-boat destroyers, ordnance," on August 14, 1918.

STEPHENS. Was the site purchased or leased?

Admiral McVAY. Purchased, the amount paid being \$118,786.

STEPHENS. Was there an authorization for the purchase of land?

Admiral McVAY. Under this appropriation, "Increase of the Navy, torpedo-boat destroyers," I do not recall the exact wording, but it will be used for any purpose in connection with building and operating destroyers.

STEPHENS. And that would authorize the purchase of land?

Admiral McVAY. Yes, sir; anything, apparently.

STEPHENS. What is the purpose of this plant at Alexandria?

Admiral McVAY. Alexandria is a torpedo assembling plant. The reason when it was put up, being to have the different parts of the torpedoes manufactured throughout the country and assembled at Alexandria. About the only machining work that is done there is to make an air flask for the torpedo, and the rest is assembly work. It was laid out so that there would be continuous operation, with the idea of turning out torpedoes rapidly, and since then it has been demonstrated that it can not only turn them out rapidly but very economically.

We purchased a large part of the material from commercial concerns. They do the work reasonably, because we have practically no overhead at Alexandria. We have no drafting force, have no funds to look out for, and have nothing but a building and dock.

STEPHENS. When was this plant started?

Admiral McVAY. I imagine it was started immediately after August 14, 1918.

STEPHENS. When was it ready for operation?

Admiral McVAY. We started work there about two years ago.

STEPHENS. Do you construct torpedo boat destroyers there?

Admiral McVAY. No, sir; nothing but torpedoes.

STEPHENS. What appropriation is being used for the operation of the plant?

Admiral McVAY. Increase of the Navy, torpedo-boat destroyers, same appropriation.

NAVY DEPARTMENT,  
BUREAU OF ORDNANCE,  
Washington, D. C., October 27, 1921.

DEAR MR. CHAIRMAN: In the hearings before your committee on October 27, subject was brought up of the bureau's interpretation of the legislation contained in the Naval Act of July 12, 1921, as to expenditure of ordnance funds for additions and improvements to existing shore facilities, and the committee was informed of the attention.

In the information of your committee, I am inclosing herewith a copy of a letter sent out by the Bureau of Ordnance on July 20, 1921, to all of the several ordnance branches, as listed, calling special attention to this restrictive legislation and directing

strict compliance therewith. Every expenditure report received from these different stations is carefully scrutinized in the bureau and whenever any charges are noted that might possibly come under this heading the matter is at once taken up with a view of determining whether or not the expenditure is a proper one under the provisions of the act. To date no violations have been found.

Sincerely, yours,

CHAS. B. McVAY, Jr.,  
Rear Admiral, United States Navy,  
Chief of the Bureau of Ordnance.

HON. THOMAS S. BUTLER,  
Chairman Committee on Naval Affairs,  
House of Representatives.

JULY 20, 1921.

Subject: Navy appropriations for fiscal year ending June 30, 1922.

Inclosure (herewith): (A) One copy of naval act, Public No. 35, Sixty-seventh Congress, approved July 12, 1921.

1. The bureau forwards herewith for your information, copy of the naval act making appropriations for the fiscal year 1922, as approved July 12, 1921.

2. Special attention is invited to the new legislation, on page 8, regarding expenditure of funds under this bureau's appropriations. Strict compliance therewith is directed.

CHAS. B. McVAY, Jr., Chief of Bureau.

JULY 20, 1921.

The attached letter sent to:

Inspector of ordnance in charge, naval ammunition depot: Hingham, Mass., Jones Island, N. Y., Fort Mifflin, Pa., St. Juliens Creek, Va., Charleston, S. C., Mare Island, Calif., Puget Sound, Wash., New London, Conn.

Inspector of ordnance in charge, naval torpedo station: Alexandria, Va., Keyport, Wash., Newport, R. I.

Inspector of ordnance in charge, naval ordnance plant: Baldwin, Long Island, N. Y., South Charleston, W. Va.

Inspector of ordnance in charge, naval proving ground, Indianhead, Md.

Inspector of ordnance in charge, United States Navy Mine Depot, Yorktown, Va.  
Commandant and superintendent, United States Naval Gun Factory, Washington, D. C.

Naval inspector of ordnance: New Haven, Conn., New York City, Philadelphia, Pa., Bethlehem, Pa., Munhall, Pa., Washington Steel & Ordnance Co., Giesboro Manor, D. C., Chicago, Ill., Quincy, Mass., E. W. Bliss, Brooklyn, N. Y., New York Shipbuilding & Dry Dock Co., Camden, N. J., General Electric Co., Schenectady, N. Y., Bausch & Lomb Optical Co., Rochester, N. Y., Cramps Shipyard, Philadelphia, Pa., Newport News, Va., Union Iron Works, San Francisco, Calif., Seattle Construction & Dry Dock Co., Seattle.

(Thereupon, at 12 o'clock noon, the committee adjourned.)

#### NAVY MINE DEPOT, YORKTOWN, VA.

Answers to questions submitted by Mr. Stephens:

Question. Admiral, there was a specific appropriation for a mine depot at Yorktown, Va. Did this specific appropriation limit the character of improvements to be provided through this appropriation?

Answer. It did not.

Question. Has the appropriation been exhausted?

Answer. No.

Question. Has any other appropriation under cognizance of your bureau been used at Yorktown? If so, what are these improvements and what has each cost and to what appropriation has each been charged?

Answer. The appropriations "Ordnance and ordnance stores" and "Reserve ordnance supplies" have been used. The following statements show expenditures under these appropriations:



*Expenditures under Ordnance and Ordnance Stores, then available for improvements, by allotments to the Bureau of Yards and Docks.*

Temporary pier.....	\$1,921.39
Concrete road.....	194,461.70
Temporary track to mine-storage field.....	9,405.00
11 buildings, barracks, mess hall, and quarters.....	355,873.78
Mine-filling plant.....	13,672.54
Machine shop.....	6,075.00
Temporary buildings, industrial track, etc.....	10,185.11
<b>Total.....</b>	<b>591,594.52</b>

*Expenditures under presidential allotment of \$1,000,000 from appropriation "Reserve supplies, 1919."*

Contract with Boyle-Robertson Construction Co., Nov. 29, 1918: Storage for empty mines, office building 1-a, T. N. T. storage building, mine-filling building, mine-cooling building, loaded mine-storage building..	\$368,254.97
Contract with Hughes-Foulkrod Co., Dec. 6, 1918: 5 buildings for use as anchor storage, mine-part storage, mine-case storage, future anchor storage, future mine case storage, with electric light systems.....	608,281.52
<b>Total.....</b>	<b>976,536.49</b>

Question. Did this specific appropriation provide for the purchase of land?

Answer. Yes. It specifically provided for the erection and equipment of a depot for the storage of high explosives and the loading of mines on a site to be selected and acquired by the President.

Question. How much land was acquired?

Answer. Approximately 11,000 acres.

Question. What did it cost?

Answer. Approximately \$971,000.

Question. Have final payments for land been made?

Answer. Not in all cases.

Question. Were fireproof quarters built at the station?

Answer. Yes.

Question. How many?

Answer. Six.

Question. What did the buildings themselves cost?

Answer. The construction of quarters was included in the same contract with the construction of five other buildings, so that it is impossible to state definitely just what the quarters cost. It was approximately \$106,341 for the six buildings.

Question. What did the necessary sewerage, water, and electric connections and roads for these quarters cost?

Answer. Following are the costs of auxiliary projects in connection with the construction of the group of five quarters at the Navy mine depot:

Sewage system and temporary water supply system.....	\$26,585.20
Outside lines for electric lighting system (yard labor).....	5,000.00
Roads and walks (yard labor).....	3,000.00
Permanent water supply and fire protection systems.....	16,240.00

The temporary water system referred to in the first mentioned item provided for domestic water supply only, making no provision for fire protection. Sufficient water supply was not available at the time. However, there is now being installed under a Yards and Docks contract, permanent sewage, water supply and fire protection system. This system includes a 4-inch water line and a 60,000 gallon tank to supply both domestic and fire protection demands of the quarters group. The underground water piping installed under the temporary system is utilized as a part of the permanent system.

Question. What rooms are provided in quarters of commanding officer?

Answer. The quarters of the inspector of ordnance in charge (commanding officer) is a two-story and attic structure with cellar under the entire building, and is approximately 51 by 31½ feet with a 17 by 17 foot one-story wing at rear for laundry and porch. The first floor contains entrance hall, living room, dining room, pantry, kitchen and laundry, also a 19 by 11 foot inclosed porch. The second floor contains hall, three

bedrooms, maid's room, and two baths. The attic contains two bedrooms and bath for servants.

Question. Were quarters and auxiliary items constructed by contract or yard labor?

Answer. Except the two cases noted all of this work was performed under Bureau of Yards and Docks contracts.

Question. What improvements are needed to complete the station and what will these improvements cost?

Answer. A power plant and pumping station will be required, and some of the old dirt roads must be repaired. The total cost of these projects will probably not exceed \$170,000.

Question. Is there a sufficient balance under this specific appropriation to complete the station? If not, how is the cost of same to be defrayed?

Answer. There is a sufficient balance under the appropriation "Navy mine depot" to complete the station, and the bureau expects to be able to return to the Treasury a considerable unexpended balance after all work has been completed.

#### NAVAL ORDNANCE PLANT, SOUTH CHARLESTON, W. VA.

Answers to questions submitted by Mr. Stephens:

Question. What specific appropriations have been made for the construction of the plant at South Charleston, W. Va.?

Answer. Projectile plant, Navy:

Act approved Aug. 29, 1916.....	\$705,611
Act approved Mar. 4, 1917.....	1,375,345

Total.....	2,080,956
Armor plant, Navy: act approved Aug. 29, 1919.....	11,000,000

Question. Are the plants constructed under these two appropriations separate and distinct or do they constitute one plant?

Answer. They constitute one plant.

Question. Has either appropriation been used to defray the cost of the other?

Answer. Same plant.

Question. Was there any limit in the armor-plant appropriation as to the kinds of structures and improvements to be provided under this appropriation?

Answer. No.

Question. Has any other appropriation under the cognizance of the bureau been used to defray any part of the cost of the armor plant?

Answer. On June 27, 1918, the President authorized the construction of a "gun-forging plant" by the Navy to build all kinds of guns, but particularly 16-inch and larger. The Bureau of Ordnance recommended to the Secretary of the Navy in June, 1918, that the armor plant at South Charleston be fitted to make and to heat treat large gun forgings. This was approved and the President authorized the expenditure of money from the appropriation "Armor and armament" for this purpose. On November 29, 1920, he authorized a further sum. The Secretary of the Navy directed, in March, 1920, that contracts for gun equipment be transferred from the appropriation "Armor plant, Navy," to "Armor and armament." The armor and gun plants use the same furnaces for making and annealing steel ingots, but different buildings for heat treating, and the same men work on the ingots for both armor and guns up to heat treating. The same buildings house both sets of equipment, except that gun work requires one high building for tempering.

Question. How much was allotted from other appropriations under the cognizance of the Bureau of Ordnance?

Answer. \$8,131,948.

Question. For what purposes used?

Answer. Purchase and erection of furnaces, furnace equipment, machine tools, tanks, chimneys, rolling stock, gas meters, cement and slag for foundations of equipment, construction equipment, erection of Army salvage buildings for service shops, electric cable—in general, for purchase and erection of gun-making equipment and service equipment, and as the same buildings and same equipment were to be used in making armor and guns the two appropriations have practically been pooled.

Question. What quarters have been erected at South Charleston for officers and salaried employees?

Answer. Officers, 4; salaried employees, 1.

Question. Were they erected by contract or day labor?

Answer. Day labor.

Question. Were bids taken for any of these quarters?

Answer. Yes.

Question. What was the lowest bid received?

Answer. Algernon Blair, Montgomery, Ala., five houses, \$90,625.

Question. What was the estimate of the station cost by day labor?

Answer. Five houses, \$67,200.

Question. What was the actual cost?

Answer. To appropriation, \$148,510.94; to salvage material, \$7,391.28.

Question. Can you divide this cost into material, direct labor, and overhead?

Answer. Yes.

Question. What are the three amounts?

Answer. Labor, \$70,259.47; overhead, \$28,105.92; material, \$50,145.55; salvage material, \$7,391.28.

Question. How is this high overhead accounted for?

Answer. It is not considered that 40 per cent of direct labor is high overhead. Leave and holiday amount to \$9,420, thus cutting it down to approximately 25 per cent of direct labor.

Question. How many and what rooms were provided for the commanding officers' quarters?

Answer. First floor: Living room, dining room, pantry, kitchen, servants' dining room, servants' room. Second floor: Three master's bedrooms, one servant's bedroom, one office, two master's and one servant's bath. Attic: Unfinished. Total, eight living rooms.

*Cost of plant.*

Appropriated and allotted.....	\$21,480,124.59
Value of salvaged material (no cost except for shipment) approximately.....	9,954,000.00
Shipment costs of salvaged material, approximately.....	96,800.00
<b>Total.....</b>	<b>31,530,924.59</b>

NAVAL TORPEDO STATION, ALEXANDRIA, VA.

Answers to questions submitted by Mr. Stephens: These questions were all answered by the Chief of Bureau of Ordnance in his hearings before the committee. Most of the answers will be found in the testimony and the other answers were, with the consent of the committee, eliminated from the printed report.



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[No. 169.]

## MARINE SCHOOLS.

(H. R. 8332.)

### COMMITTEE ON NAVAL AFFAIRS, HOUSE OF REPRESENTATIVES, Tuesday, October 25, 1921.

The committee this day met, Hon. Thomas S. Butler (chairman), presiding.

### STATEMENTS OF ADMIRAL ROBERT E. COONTZ, CHIEF OF NAVAL OPERATIONS, AND MR. PHILIP WALKER, ASSIST- ANT TO THE JUDGE ADVOCATE GENERAL.

The CHAIRMAN. Admiral, will it interfere with you if we call on Mr. Walker first?

Admiral COONTZ. No, sir.

The CHAIRMAN. Mr. Walker, many of the members of the committee know very little of this measure. The subject is quite new to us. You may proceed.

Mr. WALKER. Mr. Chairman, that is the reason I suggested that I be called first to explain the genesis of this legislation.

The first act for the aid of marine schools was approved on June 20, 1874. It was just like the present law, except that it did not provide for any financial aid from the Federal Government. The present law provides for the establishment of schools at certain ports. The original law of 1874 had fewer ports than the amendment of 1911, but otherwise there was no difference.

The CHAIRMAN. Let me understand. This bill is entirely similar to the original act as amended in 1911, with the exception that this bill provides Federal aid?

Mr. WALKER. No. The act of 1874 was the original act and did not provide for Federal aid. The act of 1911 inserted the Federal aid. That Federal aid was really a reimbursement, not to exceed \$25,000 per annum of the money expended by the schools under State or municipal appropriations. The places where the schools could be established were Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Detroit, Saginaw, Mich.; Norfolk, and Corpus Christi. In the new bill which has been submitted, H. R. 8332:

[H. R. 8332. Sixty-seventh Congress, first session.]

A BILL To provide for the establishment and maintenance of marine schools, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of any State bordering upon the Atlantic or Pacific Oceans, the Gulf of Mexico, the Mississippi River, or the Great Lakes, a suitable vessel of the Navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any*

one nautical school, or school or college having a nautical branch established in such State, upon the condition that such school or branch be to the satisfaction of the Secretary of the Navy, for the instruction in navigation, steam and other marine engineering, and all matters pertaining to the construction, equipment, and operation of vessels, or any particular branch thereof. *Provided*, That every school or branch to which vessels and other articles are loaned under the terms of this act shall be liable to the United States for the loss of such vessels and articles so loaned, to the extent that such damage may be incurred by the negligence of its own agents, including the instructors and pupils in such school or branch.

SEC. 2. That a sum not exceeding the amount annually appropriated to the State for the purpose of maintaining such a marine school or school branch thereof is hereby authorized to be appropriated for the purpose of the maintenance and support of such school or schools: *Provided*, That appropriations made for any one school for any one year shall not exceed the amount of the management of each school shall, before the 1st day of August of each year, report to the Secretary of the Navy covering the general operations of the school for the fiscal year ending on the preceding 30th day of June, together with a statement of the State, municipal, or other appropriations made for aid in the maintenance and support, and a summary of its expenditures and of the course of instruction and technical work prescribed. The Secretary shall include in his annual report a statement for each established school for the amount to which it shall be entitled for the current fiscal year.

SEC. 3. That the President of the United States is hereby authorized to take such action in his opinion the same can be done without detriment to the public service as may be deemed proper officers of the Navy as superintendents of or instructors in such school or schools. *Provided*, That if any such school shall be discontinued, or its management shall be unsatisfactory to the Secretary of the Navy, or the service shall require, such vessel and other loaned articles shall be returned to the Secretary of the Navy upon demand therefor and shall be detailed or recalled: *Provided further*, That no person shall be sentenced to imprisonment at such schools as a punishment or commutation of punishment for any offense.

SEC. 4. That all laws and parts of laws in conflict herewith are hereby repealed.

Mr. McPHERSON (interposing). I notice a provision in one State, Michigan?

Mr. WALKER. Neither of those was in the original bill. I do not know why they went into the 1911 act.

There have been introduced, at various times, bills similar to those mentioned in the present law. It was thought that in drafting this new bill not to mention any particular States, but to grant the right to any States bordering upon the Atlantic and Gulf Oceans, the Gulf of Mexico, the Mississippi River, or the Gulf of California, leaving it to the governor of the State to select the location of the school.

A good while ago the department recommended that, possibly, in a letter to Mr. Padgett, who was then chairman of the committee, that some report should be made to the committee on the operations of the schools, but no action was taken on that, and on December 3, 1920, Mr. Secretary Daniels introduced an amendment which would embody that. That has been passed, and at the bottom of it is printed the existing act, just as it is now, and of the committee, I presume.

The situation is this: That the Secretary of the Navy is authorized to loan a ship, and the President of the United States is authorized to detail officers of the Navy as superintendents of or instructors in such school or schools. There is a further provision in the existing law that if any such school shall be discontinued such vessel shall be returned to the Secretary of the Navy upon demand therefor and shall be detailed or recalled, but there is no provision in the existing law which the Secretary of the Navy can keep track of the schools through any reports which they may be required to make, and a provision of that sort has been embodied in the

It is not drastic. It requires by the first of August of each year that they shall make a report to the Secretary of the Navy covering the general operations of the school for the fiscal year ending on the preceding 30th day of June, together with a statement of the State, municipal, or other appropriations made for aiding its maintenance and support, and a summary of its expenditures and of the course of study and practical work prescribed. It then provides that the Secretary shall include a proper item in his estimates. It has been the custom the last few years, without any warrant of law, for these items to be included in the Navy estimates, but when a new school has been established, as was the case in Seattle, I think since the armistice, possibly before, there seemed to be no way of making provision for the school except through the action of the congressional delegation from Washington.

Mr. PADGETT. Just at that point. You say that it is included in the estimates without any warrant of law?

Mr. WALKER. Yes, sir.

The CHAIRMAN. How many of these schools have we now?

Mr. WALKER. We have four schools at the present time.

The CHAIRMAN. Where are they established?

Mr. WALKER. Boston, New York, Philadelphia, and Seattle. I am told that the Seattle school was suspended in April. Admiral Coontz has, I think, definite information on that.

The CHAIRMAN. An appropriation was made for these schools?

Mr. WALKER. Yes, sir; in the last naval appropriation bill, the appropriation for Philadelphia being for more than a year was therefore in excess of \$25,000.

Mr. PADGETT. The Seattle school has only been appropriated for either one or two years at most. I think in the last appropriation bill that this committee reported out was the first appropriation for the Seattle school. The Boston and New York schools have been carried for years.

Mr. WALKER. At one time there were two schools at New York, a municipal and a State school. They have been merged. I do not think there was ever more than one appropriation.

Mr. PADGETT. No.

Mr. WALKER. There is just one other point. A question came up a year or so ago as to the liability of the States for the care of the ships loaned, and under the comptroller's decision that the loan was an ordinary bailment the department held that the naval appropriation must keep up the ordinary repairs of the ships and the State should only be liable for the negligence of its own agents. There was a little criticism of that from the Massachusetts school. In a case of total loss there might be serious dispute as to whether it was due to bad seamanship, and therefore the negligence of the agents, but we have inserted in this bill that provision, because it is in the law as it stands, unless Congress decides to change that and assume all liability.

Mr. PADGETT. How can you enforce it against the State? Theoretically you might make the claim, but how would you enforce it against the State?

Mr. WALKER. The way we do it here, the school shall be liable, but I think very probably if there were a total loss Congress would relieve the State of the liability.

Mr. McPHERSON. If the Navy Department is interested in the schools to the extent of loaning ships and making appropriations for them, I expect, if the ship was lost it would be an unreasonable requirement to expect the State to pay for the ship. In other words the State is engaging in a business which we recognize as of benefit to the Navy Department.

Mr. WALKER. Indirectly; yes, sir; primarily to the merchant marine. Anyway, this is the law as it stands; it is simply a reiteration of the law, and of course it is in the discretion of the Congress to take all the responsibility or to limit it in any way that it deems wise.

The CHAIRMAN. This is a letter from the Assistant Secretary of the Navy:

Under the department rulings, based upon the decisions of the Comptroller of the Treasury, the Government is responsible for ordinary repairs of a vessel loaned to a school, or rather for all repairs not made necessary by the negligence of the school or its agents. Some protest has been made against this ruling, but it is felt that it must stand until the Congress enacts that the entire responsibility for damages or less shall be assumed by the United States.

Mr. PADGETT. You will notice, Mr. Chairman, that refers to dealings between the Government and the schools and not between the Government and the States.

The CHAIRMAN. Yes, sir.

Mr. PADGETT. My question was directed with reference to holding the States liable. Even if we had the liability theoretically expressed, how would it be enforced if an actual case should arise? I do not think that the Government would undertake to sue the State for any negligence, one sovereign dealing with another sovereign—that would have to be dealt with diplomatically, if at all. This provision referred to by Secretary Roosevelt deals with the schools, and the schools are simply corporate or incorporate entities. We could very well deal with them under contracts.

Mr. STEPHENS. Are these schools primarily State institutions?

Mr. WALKER. They are primarily governed, so far as I know, by State commissions.

Mr. STEPHENS. Established by the State?

Mr. WALKER. Established by the State. The Philadelphia school comes under the State Board of Commissioners of Navigation. The Washington State School is under the head of the Washington State Nautical School, and the correspondence I handled in connection with that was with the governor of Washington. The New York school is under the New York State Nautical School Board of Governors and in the case of the Massachusetts school the letterhead is Commonwealth of Massachusetts, Massachusetts Nautical School.

Mr. STEPHENS. They are financed and run by the different States!

Mr. WALKER. Yes, sir; we reimburse the expenditures; but, I think, in every one of those cases the primary appropriation is from the State.

Mr. PADGETT. The Secretary of State or the Treasurer of the State has always certified before the preceding fiscal year that the State expended so much money, in most of the cases exceeding \$25,000, and then we reimbursed the State by appropriating \$25,000 to the State of New York and the Commonwealth of Massachusetts.



Mr. STEPHENS. In other words, these were State institutions run by the State, financed by the State, and reimbursed by the Government?

Mr. WALKER. Up to the extent of \$25,000.

Mr. STEPHENS. Before \$25,000 was the amount, they were fully reimbursed?

Mr. PADGETT. We did not give them anything.

Mr. STEPHENS. Suppose the expense should not reach \$25,000?

Mr. PADGETT. Then we do not exceed the amount.

Mr. STEPHENS. Do we pay the whole expense?

Mr. PADGETT. There is no arrangement by which the State shall pay half and the Government half. If they expend \$24,000 under the act, Congress would appropriate \$24,000 for the State, and if they should expend \$15,000 Congress would appropriate \$15,000.

Mr. KLINE. Suppose they expend \$50,000?

Mr. PADGETT. Congress does not appropriate but \$25,000.

Mr. STEPHENS. Our Government has nothing to do with the running of it?

Mr. PADGETT. Not a thing; it is purely a contribution.

Mr. STEPHENS. And we have not anything to do with the management?

Mr. PADGETT. No; not a thing.

The CHAIRMAN. Mr. Stephens, it seems on the 20th day of January 1921, we had Capt. Gibson, chairman of the board of commissioners of the Washington State Nautical School at Seattle before the committee and there was introduced in the hearing a communication sent by Chairman Bowles of the Massachusetts Nautical School regarding the amount of money they spent in Boston since 1892 up to 1907. They have expended on the school in Boston \$1,815,952.67 and in that time the Government contributed \$225,000. That school has been largely maintained by the State of Massachusetts; our contribution has not been great.

Mr. WALKER. There is also, Mr. Chairman, a printed letter of January 26, 1921, from the New York school, showing that from 1914 to 1920 they expended \$563,719.02 and the amount expended by the Government was \$175,000.

There is just one other suggestion I have to make, Mr. Chairman. At one time it was the custom to pay this appropriation through the Auditor for the Navy Department by auditor's warrant. I found last year that the Navy disbursing office was paying this appropriation and the Navy disbursing officer suggests that on page 2, line 19, there should be added after the word "schools" the words "to be disbursed as Navy funds."

The CHAIRMAN. What is the object of that?

Mr. WALKER. This is appropriated for in the naval appropriation bill, and everything else in the naval appropriation bill is disbursed as Navy funds; that is his explanation. When this bill was first introduced the Solicitor for the Navy Department sent a copy of it to each one of the existing schools, and I have here copies of their letters in reply, which I will hand to the clerk, if you care to use them.

The CHAIRMAN. Hand them to the stenographer to be incorporated in the record.

(The letters submitted by Mr. Walker follow:)

BOARD OF COMMISSIONERS OF NAVY  
Philadelphia, Pa., Sept

HON. GRAHAM EGERTON,  
*Solicitor for the Navy Department, Washington, D. C.*

DEAR SIR: Your communication of the 24th ultimo (26256-397.3) of H. R. bill 8332, for the purpose of correcting some of the troubles incident to marine schools, has been referred to the Board of Commissioners under whose direction the Pennsylvania nautical schoolship *Annapolis*

On behalf of this board I would state that we have no objection to this act, but we are strongly of the opinion that an appropriation not to exceed \$100,000 per annum should be made by the United States Government.

Trusting that you will see your way clear to accept this suggestion,  
Very truly, yours,

GEO. F.

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STATE NAUTICAL SCHOOL LEGISLATION.

WASHINGTON STATE NAUTICAL SCHOOL  
Seattle, Wash., Oct

NAVY DEPARTMENT,  
*Office of the Solicitor, Washington, D. C.*

DEAR SIR: Capt. Jas. S. Gibson, before his departure for the East, has made reply to your communication of August 24, 1921 (ref. 26256-397.3).

"On January 20, 1921, Capt. Gibson made a statement in a hearing before the Committee on Naval Affairs, House of Representatives, which was printed as a part of the record in pamphlet No. 8. At this hearing he expressed his views on the subject of State nautical schools and if you will send the above pamphlet you will have the full benefit of his views.

The point emphasized at this hearing was, that State nautical schools should be continued, and that increased Federal financial assistance if they are to continue. The bill failed to provide for the increased Federal appropriation requested by the legislature, feeling that this State could not carry the increased burden of this school on March 31, 1921. Your assistance toward securing Federal appropriation will be greatly appreciated and we feel that more States establishing and operating nautical schools.

Yours truly,

GROVER C. GAIER, *Secretary*  
(1)

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NEW YORK STATE NAUTICAL SCHOOL  
BOARD OF GOVERNORS  
New York, Sept

MR. GRAHAM EGERTON,  
*Solicitor for the Navy Department,  
Washington, D. C.*

DEAR SIR: Your favor of August 24 received inclosing copy of bill introduced by Mr. Butler at the request of the Acting Secretary of the Navy and delayed owing to the absence of the writer.

The bill differs from the one at present in existence in three particulars. First, in extending the scope of the law to States bordering on the Mississippi River, the Gulf and the Great Lakes instead of confining it to the States which are at present barred under the existing law.

The provision providing that the States shall be liable for damage to property when caused by negligence, is just and proper and meets with approval as does the provision providing for a report to the Secretary of the Navy.

In regard to the maximum appropriation we wish to say that when the legislation was enacted the annual cost of maintenance to the State of about \$60,000 and the intention was to have the Federal Government contribute about one-half.

Since that time owing to the increased staff of instructors, enlargement of the school and the increased cost of everything in connection with the work, the

tenance is now approximately \$100,000 per annum and we feel that the bill should be amended to make it conform with the original idea, making the maximum amount appropriated by the Federal Government approximately one-half the cost or \$50,000 per annum.

An effort was made at the last session of Congress to secure an amendment to the present bill and Capt. Gibson, chairman of the Washington State School, appeared before the Committee on Naval Affairs of the House on January 20, 1921; but owing to lack of time before adjournment the effort was not successful.

We trust that in view of the importance and value of the work accomplished by the State nautical schools the proposed bill may be changed to provide for the larger appropriation suggested.

Yours, very truly,

BOARD OF GOVERNORS,  
CHARLES WILLIAMSON,  
*Secretary-Treasurer.*

THE COMMONWEALTH OF MASSACHUSETTS,  
MASSACHUSETTS NAUTICAL SCHOOL,  
*Boston, August 31, 1921.*

MR. PICKENS NEAGLE,

*Solicitor for the Navy Department, Washington, D. C.*

DEAR SIR: We have received your letter of the 24th instant concerning the proposed revision of the act of Congress establishing the State nautical schools. We note that the annual appropriation mentioned in your proposed draft is \$25,000. As we notified the department under date of April 25, 1921, we have had under consideration of the Naval Committees of Congress the request of all the nautical schools for an increase of this appropriation from \$25,000 to \$50,000.

We earnestly hope that the Navy Department, in submitting to Congress its recommendations of changes in the law, will provide for the increase requested, and recommend its approval by Congress, and we shall appreciate it if we may know now the views of the Navy Department on this matter prior to an expression of an opinion or recommendations for changes in the law.

Very truly, yours,

F. T. BOWLES, *Chairman.*

**THE CHAIRMAN.** Mr. Walker, please take the bill itself:

That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of any state bordering upon the Atlantic or Pacific Oceans, the Gulf of Mexico, the Mississippi River, or the Great Lakes, a suitable vessel of the Navy, with all her apparel, charts, books, and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any one nautical school, or school or college having a nautical branch, which may be established in such State, upon the condition that such school or branch shall provide, to the satisfaction of the Secretary of the Navy, for the instruction of youths in navigation, steam and other marine engineering, and all matters pertaining to the proper construction, equipment, and operation of vessels, or any particular branch thereof.

Wherein does that language differ from the present law?

MR. WALKER. Only in changing the locations of the schools. The present law provides that they shall be located at certain designated ports. The amendment is that they shall be in any State bordering the waterfront, the place to be selected by the governor of the State.

THE CHAIRMAN. Down to that point this bill is similar to the existing law?

MR. WALKER. Yes, sir.

MR. PATTERSON. In line 2 on page 2 I think the word "may" should be changed to "shall," so as to read "which shall be established in such State."

THE CHAIRMAN. Other States may establish these schools, and retaining the language suggested by Mr. Patterson might deny them.

Mr. McPHERSON. I think the subsequent language is that, "to the satisfaction of the Secretary of the Navy, instruction of youths in navigation, steam, and other marine engineering." In other words, the Navy Department would not be authorized to loan a ship or to take any part in it unless the scheme is approved by the Secretary.

Mr. O'CONNOR. Mr. Chairman, is not that rather a big such a small sum? Schools may spring up on the Atlantic Great Lakes, and the Gulf of Mexico. Is not that a big such a small sum?

The CHAIRMAN. That is for each one.

Mr. PADGETT. At each school.

Mr. STEPHENS. I want to ask about the furnishing of whether they would be fully equipped and also officered?

Mr. WALKER. That is provided for in the existing law with all her apparel, charts, books, and instruments of navigation.

Mr. STEPHENS. Officers necessary on the vessel, or does it just furnishes the bare vessel?

Mr. WALKER. That is provided for in the existing law. In the last section the President is authorized, when in his opinion it can be done without detriment to the public service, to employ officers of the Navy as superintendents of or instructors in the schools.

Mr. Chairman, there is one thing that is a change in the part which you read, which I did not mention, and that is that the instruction shall be to the satisfaction of the Secretary in line 4 on the second page; that is new.

The CHAIRMAN. That is a change?

Mr. WALKER. Yes, sir; it gives the Secretary certain **power over the curriculum.**

The CHAIRMAN (reading):

Upon the condition that such school or branch shall provide, to the satisfaction of the Secretary of the Navy?

Mr. WALKER. Yes, sir.

The CHAIRMAN. Is that additional language?

Mr. WALKER. Yes, sir; that is additional language.

The CHAIRMAN. Is there any other change down to the bottom?

Mr. WALKER. There is no other change.

The CHAIRMAN. Permit me to read the proviso.

Mr. WALKER. I will not say that it is word for word, but it does not change the sense.

Mr. PADGETT. That does not provide for furnishing of arms and gun the ships?

Mr. STEPHENS. That is what I want to know.

Mr. WALKER. Section 3 of the existing law provides for that.

Mr. PADGETT. Of course, we would not provide officers on the ships, because, I imagine, when they get the ship they would man and man and run it themselves?

Mr. WALKER. Except as the third section provides. The President of the United States is hereby authorized, in his opinion the same can be done without detriment to the public service, to detail proper officers of the Navy."

Mr. PADGETT. That is for instruction purposes?

Mr. WALKER. Yes, sir.

Mr. PADGETT. "To detail proper officers of the Navy as superintendents of or instructors in such schools." That is instruction the Army gives. The Army details men to the schools, having literary branches as instructors. Do you interpret that to mean that the Navy Department will furnish officers and men to officer and run the ship?

Mr. WALKER. I had supposed so. There are some gentlemen from the Coast Guard who tell me that they are manning the posts of two schools, at New York and Philadelphia.

Mr. PADGETT. In this connection I would like to ask Admiral Coontz, who is here, a question. Admiral, do you interpret this to mean that the Navy Department is to officer and man these ships?

Admiral COONTZ. For 30 years the Navy Department has furnished a few officers for these vessels. It has generally furnished a commanding officer, and executive officer, a navigator, and at the same time furnished a medical officer, and at one time furnished a third watch officer. In recent years it has been reduced down to either two or three officers and at present to, I think, one retired officer. The Navy would furnish an officer who was a commander or lieutenant commander in the Navy, or sometimes one on the retired list. The navigator would look out for the navigation and duty of the ship and the commander and executive officer the discipline and the remainder of the personnel, as a rule, are furnished by the State.

I was executive officer of one of these ships a few years myself, and was thoroughly familiar with them. I take it that each vessel is commanded by a naval or Coast Guard officer.

Mr. PADGETT. You are not expected to furnish the full complement of officers?

Admiral COONTZ. We do not do it.

Mr. TRACY. Mr. Chairman, may I supplement something that the Admiral has just told you?

The CHAIRMAN. Yes, sir.

Mr. TRACY. In regard to the officering of these ships. The New York State Nautical School has no naval officers, the nearest to it is a Coast Guard man as superintendent. He is a graduate of this school. Other officers are all graduates of the school. They have acquired sufficient knowledge to become instructors of our present corps of cadets. The ship is provided and maintained in its repair, with a fair amount of equipment, by the Navy. The State provides the officers and pays for the officers and all of its general running expenses pertaining to the cadets.

The CHAIRMAN. Let us come to the proviso?

Mr. WALKER. That is new.

The CHAIRMAN. You have explained the purpose of the proviso?

Mr. WALKER. Yes, sir.

The CHAIRMAN. Please tell me what change, if any, has been made in the proviso in section 2?

Mr. WALKER. There is no change in that.

The CHAIRMAN. You ask to have added after the word "schools" the words "to be disbursed as Navy funds"?

Mr. WALKER. Yes, sir.

Mr. McPHERSON. My comment is as to line 21?

Mr. WALKER. That is new, from line 21 to the end of the bill.  
The CHAIRMAN. "Provided, however, That appropriation for any one school for any one year shall not exceed \$25,000, and no change in that?"

Mr. WALKER. No, sir.

The CHAIRMAN. Mr. McPherson says that beginning with this bill it is new.

Mr. WALKER. All of the rest of that is new.

Mr. PADGETT. Before you get away from that, how is it that you contemplate a State may have?

Mr. WALKER. One.

Mr. PADGETT. This language does not limit it to one State.

Mr. WALKER. The language at the top of page 2.

The CHAIRMAN (reading). "Any one nautical school or college having a nautical branch."

Mr. PADGETT. In section 2 it says, "is hereby authorized to appropriate for the purpose of aiding in the maintenance of such school or schools."

The CHAIRMAN. We might correct that a little—one State.

Mr. McPHERSON. If there is. The language in line 20 "appropriation made for any one school" would be for one in one State out any additional language: it seems to me that is reasonable.

Mr. WALKER. Mr. Chairman, in the present Congress there have been introduced in the Senate for the establishment of nautical schools at Tampa, Fla., Charleston, S. C., and Portland, Me. From time to time other bills will be introduced, but they will be introduced under the authority if this bill becomes a law.

The CHAIRMAN. I think we can see the purpose of the bill which Mr. McPherson calls attention to on page 21; it is to give the information that the Secretary of the Navy ought to have, suppose he has been furnished it.

Mr. WALKER. Only as a matter of courtesy. The Bureau of Navigation has usually had the reports.

Mr. PADGETT. As a matter of fact, Mr. Chairman, the committee has had to write every year to the different States, the secretary of state of New York, and the secretary of the Commonwealth of Massachusetts and get the information for ourselves in order to obtain whether or not the State had actually expended the money in order to justify the appropriation. They have not sent the information to the clerk of this committee. We have had to go and write to the officials of New York State and Massachusetts to obtain for our own use the information that the money has been expended.

The CHAIRMAN. Section 3—wherein does that differ from existing law?

Mr. WALKER. In the proviso by the words "or course of study shall be unsatisfactory to the Secretary of the Navy."

The CHAIRMAN. By adding the words "or course of study shall be unsatisfactory to the Secretary of the Navy"?

Mr. WALKER. Yes, sir.

The CHAIRMAN. That is entirely new?

Mr. WALKER. I think so.

The CHAIRMAN. Mr. Walker, I think we will now have the report of the Committee on Education.

Mr. WALKER. I was going to suggest that he knew that so much better than I did.

The CHAIRMAN. We are much obliged to you, Mr. Walker.

Admiral Coontz, if you will give us a short history of these schools and just what they have done for the military service we will be obliged to you.

Admiral COONTZ. These schools, as noted here and from what has been said before, were apparently established in 1874. They have gone on along for nearly 50 years. Every few years there is interjected to one of the bills an opportunity for some city or some State to establish such a school. The act passes here, but they do not establish the school. The result is to-day only three schools, Massachusetts, Pennsylvania, and New York. They are what I call the old reliables. Pennsylvania was without a school for some time. Then we furnished her a ship last year, the U. S. S. *Annapolis*. The State of Washington a few years ago established a nautical school. After the third time came on the legislature of that State revoked the enabling act. There is no school now in Washington State and there can not be another school until the Legislature takes that up a second time. These schools have varied in their expenses.

Twenty years ago when I was the executive officer of the Massachusetts school the expense was about \$55,000 and we paid \$25,000 of it. They have, as I say, come down to three schools. Corpus Christi or any other sea or lake coast city at some time may desire a school, and if it is enacted into the annual naval appropriation bill, but they do not establish it. I do not think there is any danger of States along the Mississippi establishing schools, because when they have to put up \$50,000 and get it out of the legislature, it is not done. It really comes down to very few schools in the country. We have tried for many years and we have not increased over the original number. In the first bill they had a number named.

The schools are of two advantages. They train people for the merchant marine; in time of war most of those graduates come into the Navy. I think each one of the schools gets out an annual catalogue, which tells what has become of their graduates. You will find that many of them in time of war have come to our assistance. Some of the graduates of these schools are officers in the Navy to-day. They are worked up. Some machinists, some lieutenants, and some of them are captains on our merchant marine ships. Twenty-two years ago they would take the graduates of these schools and start them in as quartermasters and then they would work their way up. Most of them have done very well indeed. The highest number ever in a school that I know of at one time was in 1901, when we took 14 boys from the Massachusetts school abroad.

We sent them under sail on the old *Enterprise* from Boston to St. Petersburg and sailed up the Baltic. They acquired the sea habit and education in navigation. A special course in navigation is given these young men. They are also taught seamanship, naval history, naval architecture, geography, electricity, steam engineering, &c. They have experience in handling the engines, electric plant, and in handling the sails. In other words, we try to make out of them seamen, and so far as I know have been very successful. We take old ships like the *Ranger* or the *Enterprise* or the *Adams* and turn them over to the States. A number of years back we furnished two

or three and sometimes four officers. As the shortage came, we cut that down. The New York school is commanded by a Coast Guard officer. The *Ranger* is commanded by a commander, etc. I suppose, as far as they can, they desire their own State people on the ships, because it is for their own State people advertising. In many of these school ships the principal officers. These advantages we have found, first—the men for the merchant are educated, and second, when war has come, a large flock at once to the Navy.

The CHAIRMAN. I am anxious to learn just where the given. Take, for instance, the New York school, do you have a separate institution?

Mr. TRACY. We have a school right aboard the *New York*.

The CHAIRMAN. What are they taught besides naval seamanship?

Admiral COONTZ. They are taught geography, naval algebra, trigonometry, electricity, steam engineering, ship.

The CHAIRMAN. These are private schools?

Admiral COONTZ. They are private schools. I think it compels students to make a certain deposit for their books, for their minor expenses. Twenty years ago the *Enterprise* they put in \$120 which was to carry them during which was two years. If they overran that money was called on for the balance. It may have been decreased; I simply recall it. The boys on board ship went and they went to sea and carried out everything along. In other words, it was, in a small way, along the National lines. We also gave them the drills.

The CHAIRMAN. Where is this education given, on a ship?

Admiral COONTZ. On a ship.

The CHAIRMAN. What ship?

Admiral COONTZ. The U. S. S. *Ranger*.

The CHAIRMAN. That is one of our own ships belonging to the Navy?

Admiral COONTZ. Yes, sir; built in 1873. It is a private ship.

The CHAIRMAN. It is on the ship where the education is given to the boys?

Admiral COONTZ. Yes, sir; sometimes we can not furnish.

The CHAIRMAN. Admiral Coontz, I am anxious to know how many boys receive this education each year at Boston.

Admiral COONTZ. I should say, Mr. Chairman, that it varies. The highest number that I ever knew of was 120, but I say that 100 was the average number.

The CHAIRMAN. Can you tell me about New York?

Admiral COONTZ. No, sir.

Mr. TRACY. New York has about 100 on the average in four classes. We graduate a class every six months, and the average about 40 to 45 for the year.

The CHAIRMAN. Can you tell me about Philadelphia?

Admiral COONTZ. No, sir; I do not know.

Lieut. DEMPWOLF. At the present time we have some



Mr. TRACY. This coming spring we expect to have 20 graduates, and after that we expect to graduate 50 cadets a year.

Mr. O'CONNOR. At what cost; can you approximate the cost?

Mr. TRACY. The cost has been running about \$100,000 for New York to operate the school.

The CHAIRMAN. And the Government having made an appropriation of \$25,000 to each one of these school ships, what control do we have over the funds? Do we have anything to do with the direction to how these funds shall be used?

Admiral COONTZ. It is just given to the school in a lump sum.

Mr. PADGETT. We do not give the money to the school. The State first spends it, and then we reimburse the State.

Admiral COONTZ. They now spend it; we have no option.

The CHAIRMAN. That is one reason I think the language suggested by Mr. McPherson, requiring the reports to be made in detail to the Secretary of the Navy, might well be included in this bill.

Mr. MCPHERSON. Section 3 says that "if any such school shall be discontinued, or its management or course of study shall be unsatisfactory to the Secretary of the Navy, or the good of the naval service shall require, such vessel and other loaned articles shall be immediately returned to the Secretary of the Navy upon demand therefor and the officers so detailed recalled." So we are helpless.

The CHAIRMAN. That is right. The course of study shall be satisfactory.

Mr. KLINE. This school was established in 1892, was it not?

Admiral COONTZ. The first act, I think, was passed in 1892.

Mr. KLINE. Was not the school in New York established in 1875?

Admiral COONTZ. I have no knowledge.

Mr. MCPHERSON. Mr. Walker stated the original act was passed in 1874.

Admiral COONTZ. I understand it was 1892. I do recall that they called it what they called the Public Marine School in New York many years ago. Mr. Walker is undoubtedly correct.

Mr. KLINE. In 1875?

Admiral COONTZ. Yes.

Mr. MCPHERSON. Admiral, have you an idea whether or not these school ships are well worth the money we are investing in them?

Admiral COONTZ. Yes, sir. They are well worth the \$25,000.

Mr. MCPHERSON. What is your idea about considering the benefits to the school is to the country? What do you think about the idea of eliminating this clause which makes the State liable for the loss on these ships?

Admiral COONTZ. I think if the ship were lost that we could hardly hold the State liable, considering that the superintendent of the school is a naval officer and in command. I think that the idea of that clause would be for more minor things and where it was mismanaged by lack of discipline.

Mr. MCPHERSON. Let us take a case and suppose the law makes the State liable for negligence of officers or the pupils in school. Now, they are fitted out with a ship and through some fault of some of these boys that are going to the school the ship would be lost?

Admiral COONTZ. No, I do not think that in that case that loss or damage should be paid for by the State. In fact, these vessels are

small vessels but they always come home in the trades. They go through hurricanes. I think that clause is just for a matter like negligence, lack of discipline, or lack of care. For instance, in New York and Pennsylvania, we do not have a naval officer in charge. In Massachusetts we do. Where we have a naval officer in charge we could hold him directly responsible.

Mr. O'CONNOR. Are the officers in these schools competent navigators?

Admiral COONTZ. Yes, sir.

Mr. O'CONNOR. They are valuable from that point?

Admiral COONTZ. Yes, sir.

Mr. O'CONNOR. In view of these schools of the Shipping Board have we not many more navigators to-day than we need from the standpoint of our shipping.

Admiral COONTZ. I do not know. I do know this, that I used to send a ship to France every five days during the war and out of the complements only about two of them had ever gone to sea before. Whether they have become numerically competent since I do not know. But I do know for a great, big vessel a navigator of experience is wanted. Shipping board schools existed for a time.

Mr. SWING. Are there in existence to-day any schools receiving Government aid through the Shipping Board, training boys to command ships?

Admiral COONTZ. I do know that during the war the Shipping Board established certain Shipping Board ships and schools. I take it they have been discontinued. I simply do not know. I saw where they were discontinuing some of them. At the time of the Shipping Board schools we thought we would need hundreds of thousands of men for ships. We do not need them now. We do not know what our needs will be in the future.

Mr. SWING. This statement in the bill that any State bordering upon the Atlantic or Pacific Oceans, the Mississippi River, or the Great Lakes may establish a nautical school would allow 14 schools on the Atlantic coast and 3 schools on the Pacific coast. Do you think that might be left in such a way that the law would authorize only one school for each State unless the Secretary of the Navy was satisfied it was more than they actually needed?

Admiral COONTZ. If I thought there were going to be 14 of them going into play, I think the Navy Department would object. If you multiply your 17 by \$25,000 and then put your repairs on to that, you will find you are coming toward half a million dollars. At the present time I would say no.

Mr. SWING. I am not discussing what we think will happen. I am speaking about the actual wording of the law. The State of California is between thirteen hundred and fourteen hundred miles long, I believe?

Admiral COONTZ. Yes; over 600.

Mr. SWING. It is really divided as much as any State can be divided without being legally divided. It has northern California and southern California, each having its own center of population and center of thought. Los Angeles is the center of the southern part of the State and San Francisco is the center of the northern part of the State. Inasmuch as both of those are interested in navigation and might be desirous of contributing to the support of

ool (we have two different branches of the Government there—  
at every branch of the Government maintains offices in each  
) , and in view of that situation if it develops, should the  
tary of the Navy be permitted to meet that situation?

miral COONTZ. I think we might be going too deep into it.  
night bring in New York and Buffalo, and several other States  
t be similarly situated. That is something I do not believe I  
pass judgment on. As it is, you have a couple of cities in  
igan mentioned under the law.

e CHAIRMAN. Look at this proviso in section 1: "*Provided, That*  
school or branch to which vessels and other articles are loaned  
r the terms of this act shall be liable to the United States."  
that impose on these people an obligation to pay something  
e State, or can the school pay? You do not require the State  
y, but the school. Now, I am very much in favor of relieving  
overnment from as much liability as possible, but I am won-  
g how in the world such an obligation as this can be enforced.  
are not mushroom schools, but they are free schools, and a  
e of instruction is conducted on the ship of the Government  
and how could we hold the school liable for it?

. SWING. Your idea is that it should read that either the State  
rich the schools are located should pay, or it should go out?

e CHAIRMAN. Yes.

. SWING. The school has no money or assets.

e CHAIRMAN. As I understand, we pay this money over to the  
in a lump sum and the State hands it over to the school. Now,  
how could we recover from one of these schools?

. STEPHENS. The school is one of the branches of the Govern-  
ment. The school is owned by the State.

e CHAIRMAN. Mr. Stephens, do you suppose that this language  
re would impose any liability on the State of Pennsylvania?

. McPHERSON. Take Chester School, in Pennsylvania. They  
loaned one of these ships, and the school is maintained out of  
tate Treasury of Pennsylvania, and they have no money except  
the State appropriates for teachers and books, etc.

e CHAIRMAN. I am very much in favor of relieving the Govern-  
ment as far as possible, and we all regard it with high favor. But  
I do not want to attempt to do something that is utterly impossible.

miral COONTZ. It is utterly immaterial to the Navy Department.  
not think that it cares whether it is in there or not. But there  
ertain laws on the statute books. For instance, the other day  
aned certain vessels to other departments. We found a law  
for instance, that when we loan a vessel to the Coast Guard  
are liable. Of course they are not liable, but the Treasury  
rtment is liable. In Massachusetts the school is called a  
cal training school. It is appropriated for by the State. I take  
could recover on this: The State appropriates so much money.  
the other titles read, I do not know.

e CHAIRMAN. Mr. Walker, what do you think of it?

. WALKER. I will be frank and say that I put it in the bill for the  
use of calling it to the attention of the committee.

e CHAIRMAN. You are a lawyer and Admiral Coontz is a military  
Do you see how we could make the State of Massachusetts  
under that act?

Mr. WALKER. No; I do not. But that is the law.

The CHAIRMAN. Do you know how they could get it? they did the ship damage to the extent of \$10,000?

Mr. STEPHENS. Yes. Take it out of the \$25,000.

Mr. WALKER. But, Mr. Chairman, that is the law. Congress wants to say that the State should not be liable. I think something affirmative should be put in the bill.

Mr. O'CONNOR. The fact the vessel is under the control of a States naval officer in all probability would preclude any action. They are apparently apprehensive of, and if we are going to put many restrictions here, instead of encouraging them in the service we would discourage the States from making use of the service.

The CHAIRMAN. I will ask Admiral Coontz again whether it is important to keep this provision in.

Admiral COONTZ. I think it is important to keep this provision in.

The CHAIRMAN. I know, but I mean this provision.

Admiral COONTZ. Oh, that provision? I do not. In 20 years there has never been a case that I know of where a man or ever a case where a vessel was lost or badly damaged through seamanship, and in a case where we have one of our representatives there and it is a Federal ship and anything would probably court-martial him.

Mr. SWING. Well, you could make the pupils liable.

Admiral COONTZ. Yes; but these are usually poor boys sent to these schools because they can not usually afford to go to school else. They can not afford to go to high school. They go to sea because they want the sea life and they get to be high-grade marine men.

Mr. SWING. Do they live on the ships?

Admiral COONTZ. They do 11 months out of the year.

Mr. SWING. Do the schools support them when they are on shore?

Admiral COONTZ. Yes. They go on a ship cruise once a year. As a rule, the course of study is two years.

Mr. STEPHENS. It says "to detail (in sec. 3) proper naval officers as superintendents of or instructors in such schools." Are these naval officers who were detailed as superintendents or instructors be on sea duty or on shore duty?

Admiral COONTZ. The only case I know of at present is a man on the retired list in the Navy, who gets his retired pay. If he is on shore duty would have nothing to do with it. When I went to the schools 20 years ago I gave up my shore duty to go to sea. I stayed at sea, therefore, nine years continuously. When they go through with that sea-going they go to sea and make a cruise.

Mr. STEPHENS. I mean if you were to assign certain men as superintendents or instructors, would they be assigned to shore duty or sea duty? That is, as instructors to these schools.

Admiral COONTZ. They would get credit for every month they are at their home port, like Boston, for shore duty; and for the time they went to sea on board a man o' war they would be credited with four months' sea duty.

Mr. STEPHENS. Then, I would like to make an observation. Whether it would not be a good idea to assign to these schools a certain number of naval officers? That is, enough to take care of the schools.

plete, and as instructors when these naval officers were doing e duty?

Admiral COONTZ. The objection to that, Mr. Stephens, would be art of the State. They would prefer to have their own graduates e.

Another reason why for a number of years the Navy Department them down to one or two was because of lack of officers for imate duties. I think the States would prefer to run that them-s, excepting that the commanding officer shall be furnished by Navy Department or Coast Guard, or something like that.

r. SWING. If he is furnished without expense to the State he inues on his naval pay?

Admiral COONTZ. The only one there now is a retired officer who his low rate of pay. They give him a certain stipend for his d duties.

r. SWING. While you were there what did you get?

Admiral COONTZ. I got \$1,500 a year. I gave up my shore duty use I needed the money. When I left there, I went to sea again he Pacific. The State paid \$1,500.

r. O'CONNOR. What is the term of those schools?

Admiral COONTZ. You take Massachusetts, they start the school on the 1st day of November and it lasts until the 15th of May. go to sea about the 1st of June and get back about the 1st of ber. For the State of Pennsylvania they used to make two es a year. One winter cruise and one summer cruise.

r. O'CONNOR. By the time he gets through he has had two cruises?

Admiral COONTZ. He has two full cruises a year, and in some ols a man has four cruises.

re CHAIRMAN. When these boys get through there, they know ething of naval orders, do they?

Admiral COONTZ. Yes, sir.

re CHAIRMAN. In other words, when they are on these ships they nder semimilitary control?

Admiral COONTZ. They are under military control and the only rence from a war vessel is there are no batteries there. They e no guns.

r. SWING. Referring to my question about the State compen- ing the officers assigned. Section 3 of this bill provides the ident of the United States may assign naval officers as super- adents of or instructors of such schools—that is, officers that be available. Would those be without expense to the State ols?

Admiral COONTZ. If the President of the United States ordered ficer there he would have to go. Ordinarily the officer who is red there expects the State to give him something extra for his ng that duty. I take it that in the State where they have no d officer they probably pay them \$2,500 a year to be superin- ents, commandants, and so on.

r. SWING. We are trying to make these schools popular. We trying to make these schools work, and trying to get a few more em started. Do you think it would help any to provide that Government should furnish the officers without expense to the ol?

Admiral COONTZ. I think not, because if you assigned anyone there under present conditions they would not want to go. It would mean giving up an entire tour of shore duty and then going to sea again.

Mr. SWING. Do you mean if they were assigned there they would not go?

Admiral COONTZ. They would go, of course; but they would give up their shore duty to go.

# **STATEMENT OF CAPT. M. H. TRACY, CHAIRMAN OF THE BOARD OF GOVERNORS OF THE NEW YORK STATE NAUTICAL SCHOOL.**

The CHAIRMAN. What are your relationships to the school of New York?

Capt. TRACY. I am chairman of the board of governors, which position I have held for a number of years. Our present school is under the control of the State having been in 1913 taken over from the city of New York which had maintained it for 38 years. The board of governors is made up of members nominated to the governor by the different maritime and civic associations; the Chamber of Commerce of the State of New York, the Board of Trade and Transportation, the Maritime Association, the National Board of Steam Navigation, the Marine Society, the Chamber of Commerce of Albany, the Chamber of Commerce of Buffalo, and a member of the alumni association of the school. The commissioner of education is ex officio also a member of the board. Most of these men are ex-shipmasters (including myself) and we devote our time to this work without remuneration, believing that it is a very important, valuable, and necessary work and having a high conception of the training officers should have who are to man our merchant ships, representing this country abroad. The admiral has given you a clear statement as to our course of study.

The CHAIRMAN. Is the school incorporated?

Capt. TRACY. No, sir; it is provided for by statute.

The CHAIRMAN. Authorizing the appropriation to be made?

Capt. TRACY. The appropriation is made annually as part of the State budget.

The CHAIRMAN. How may boys obtain admission to that school?

Capt. TRACY. By physical and mental examination and application from themselves, their parents, or guardians.

The CHAIRMAN. What is the minimum age for entrance?

Capt. TRACY. Seventeen years.

The CHAIRMAN. And do you expect them to finish the school in two years?

Capt. TRACY. They do finish, and at 19 years of age they pass the United States steamboat inspectors examination, and get their licenses as third officers or third assistant engineers. I will say that applicants are required to have at least two years of high school. Many of them are graduates of high school.

The CHAIRMAN. This is to prepare them, of course, for a profession—a profession at sea?

Capt. TRACY. That is what I consider it; particularly for the merchant marine.

The CHAIRMAN. Tell us what is your curriculum?

Capt. TRACY. All that the admiral spoke of and many things that are not in books. We teach them discipline; we teach them how to take care of themselves; we teach them how to conduct themselves when in foreign lands, and to represent not only the State of New York but the United States; and they are capable and well qualified for any purpose. As they go along and mature in future years they will make representatives of this country that will reflect credit on the school and the United States.

The CHAIRMAN. What proportion of your boys are permitted to graduate from the school?

Capt. TRACY. About 75 per cent at the present time. Our school has trained 3,600 and we have graduated over 1,300; and during the war we had over 300 in the transport service. There are many of them now in command of merchant ships who gained special note during the war as commanders of transports and supply ships.

The CHAIRMAN. What is the name of the ship you have assigned there?

Capt. TRACY. The *Newport*.

The CHAIRMAN. How old is it?

Capt. TRACY. She was built in 1897.

The CHAIRMAN. What is she; what sort of a boat is she?

Capt. TRACY. She is a sail vessel, and we have a picture of her here.

The CHAIRMAN. In other words, I will ask Admiral Coontz if such boats as this are or not of much use to our fleet?

Admiral COONTZ. No, sir; it has no longer any military value. It is scrap.

Mr. MCPHERSON. Are you able to accommodate all the boys who apply, who are otherwise qualified?

Capt. TRACY. No, sir.

Mr. MCPHERSON. How many applications have you?

Capt. TRACY. I think we will graduate 24 to-morrow in New York, on the floor of the Maritime Exchange, where we hold our exercises.

Mr. MCPHERSON. If you had facilities, how many who apply would be admitted to the school?

Capt. TRACY. Probably 25 per cent who apply are not admitted; probably more. The more who apply the more stringent are our examinations, and we select the best.

Mr. MCPHERSON. The capacity of your school is about 100?

Capt. TRACY. About 100. We could accommodate more but we consider it not wise to do so.

Mr. SWING. Do you know of any other schools who are paralleling the work you are doing?

Capt. TRACY. Massachusetts and Pennsylvania.

Mr. SWING. I mean other than this class of schools, under the Navy?

Capt. TRACY. No, sir. The nearest is Annapolis. Admiral Usher said one time on board ship that our boys compared favorably with the freshman class at Annapolis.

Mr. MCPHERSON. Have you taken it up with the State of New York to enlarge the facilities for taking care of more boys? Have you called attention to the State of the school reaching more boys?

Capt. TRACY. Our efforts have been largely directed to getting them to give us sufficient money to take care of what we have, and



we have not been able to get any enlargement of it for the reason why we appear here to-day, so that the Naval Committee will recommend an additional sum.

The CHAIRMAN. How many boys have you in the school at New York?

Capt. TRACY. One hundred.

The CHAIRMAN. Could you enlarge it?

Capt. TRACY. Yes, sir.

The CHAIRMAN. How many could you increase it to?

Capt. TRACY. We could get 300 on it, but we think it unwise to do so. We think a unit of 100 is sufficient.

The CHAIRMAN. What does the appropriation by the Government for this school amount to?

Capt. TRACY. Something like \$100,000. They would pay \$25,000 by the Government.

The CHAIRMAN. And you spend between \$75,000 and \$100,000 for the school?

Capt. TRACY. Yes, sir. Admiral Benson told me it was worth it. The cost of educating those boys might be regained by the knowledge not only as navigators but as engineers.

The CHAIRMAN. The ship is furnished you by the Government. You pay nothing for that? It has sleeping accommodation for the school, and therefore the school building is free of charge for the school?

Capt. TRACY. The State pays for it—the State of New York.

The CHAIRMAN. The State of New York pays for it?

Capt. TRACY. Yes, sir.

The CHAIRMAN. And it costs you between \$900 and \$1,000 a year to educate these boys?

Capt. TRACY. Yes, sir. It is cheap at \$10,000.

The CHAIRMAN. It may be that in time these will be a great number.

Capt. TRACY. Mr. Chairman, we are trying now to get the boys in the engineering department, qualifying them for the service of engineering—Diesel engines, and all types. And what we want to do is to educate those boys to-morrow, they will go to Schenectady for a six-weeks course in electrical engineering. We publish an annual report which is a public document, and think it is a wise thing to have a report to the Secretary of the Navy. He is entitled to see it, and show each year what we have done and what the school embraced during the prior year. As to instance, I do not think that the methods we adopt should be revised by the Secretary of the Navy.

The CHAIRMAN. There is very little of change in the jurisdiction is enlarged; the opportunity for increasing the school is given in this bill, and then this part of it increases the liability of the Secretary of the Navy for information—the right of the Secretary of the Navy upon the school—I do not suppose you have any objection to any of those?

Capt. TRACY. Not at all, but I do not think the cost of carrying on the school should be subject to the Secretary of the Navy.

Mr. McPIERSON. This bill doesn't permit that. A man can run the school to suit yourself, if he does not approve



management of the school he can quit. In other words, he has right to dictate to you?

apt. TRACY. What does this mean?

Mr. MCPHERSON. It means if these schools should fall down so that the work was in the opinion of the Secretary of the Navy not being carried on properly—

apt. TRACY. Well, if there is no way of interpreting that so that it could interfere with our course of study and our methods of employing them, it is all right.

Mr. CHAIRMAN. Captain, the Government pays \$25,000 a year to that school over there in New York. Do you think there should be some observation by the Government? Don't you think the Government should have the privilege of making some suggestion to you as to what is done?

apt. TRACY. I think the present board of governors would be all for any suggestions that could be made. I think that they are entitled to a report of what we are doing and what we have done. I think they are entitled to all of that information, but I do not think they ought to be in position to revise our system of going on the school.

Mr. MCPHERSON. If in the opinion of the Secretary of the Navy it is found that the course of study in your school, or the management of it, or in his opinion the benefit was not sufficient to warrant the continuation of these expenditures, that their benefit to the Government does not warrant them, do you not think he ought to have authority to tell us so?

apt. TRACY. I can not agree with you.

Mr. STEPHENS. Have you ever been criticised adversely by the Secretary of the Navy?

apt. TRACY. Never have?

Mr. STEPHENS. Why fear it?

apt. TRACY. I do not fear it. But at the same time I do not think it ought to be possible to upset any of the plans we may have.

Mr. STEPHENS. As long as you are conducting your school upon the lines it has been conducted during the past 40 years, I do not see where there is any possibility of your ever being interfered with by the Secretary of the Navy.

apt. TRACY. Perhaps not. I do not say that there is.

Mr. CHAIRMAN. If you can not be here to-morrow you may write a statement and give it to us.

Whereupon, at 12.05 p. m., the committee adjourned until Wednesday, October, 26, at 10.30 a. m.)

#### ANNUAL STATEMENT OF CAPT. M. H. TRACY, CHAIRMAN OF THE BOARD OF GOVERNORS OF THE NEW YORK STATE NAUTICAL SCHOOL.

When the act of March 4, 1911, was passed, the annual cost of the three nautical schools then in existence was approximately \$50,000 each, and it was the intention of the Federal Government to contribute about one-half. Since that time, however, the cost of maintenance has so greatly increased, due to an expansion of the course and higher costs for everything necessary, that in the fiscal year ending June 30, 1920, the cost of the New York school was \$99,996.30, of which the Federal Government has contributed approximately one-fourth, throwing a greater burden on the State than contemplated.

When the United States entered the World War and needed trained men to officer ports and supply ships, the graduates of the nautical schools were at once, without further training, able to come to the aid of the Navy Department and take

When the commanding officer of the Navy transport, *Finland* d bridge, one day's sail out of Brest, the executive officer, through in this school, was able to assume command and bring the ship s Was not the money spent by the Federal Government in helping to man a good investment? When Ponta Delgada, in the Azores, wh as a repair base, was attacked by a German submarine, the enem and the town was saved from destruction by the guns of a naval by a graduate of the New York school. How much was this wor partment? Many other instances could be cited to demonstra expended toward the education of these young men, who at once b time of need, is a good national investment; and I believe that further consideration, will see the justice of increasing the amoun tion to make it approximately one-half of the present cost.

## Ma

*Established.*—The New York State Nautical School, the oldest in the United States, was established in 1874, shortly after the act of 20, 1874, for the purpose of educating young men as officers in the Merchant Marine.

What does the mental examination cover?—Spelling, history, arithmetic, English, current events, elementary algebra, elementary geometry.

*Course of instruction.*—Deck cadets: Seamanship, navigation and mathematics, naval architecture, navigation laws and ship's business, admiralty law, stowage of cargo, steam engineering, hygiene, signals.

*What is the cost?*—An entrance fee of \$50. An outfit of work overcoat costing approximately \$45. A deposit of \$35 to provide the two years. Total cost for two years approximately \$130. The dress uniform. In order that cadets may visit points of interest parents usually provide them with small amounts.

*What salaries are paid officers in the merchant marine?*—Salaries of the ship.

Third officer, and third assistant engineer, \$163.75 to \$188.75 per month; second officer, and second assistant engineer, \$187.50 to \$212.50 per month; first assistant engineer, \$216.25 to \$241.25 per month; chief engineer, \$241.25 to \$266.25 per month; and captains, \$330 to \$412.50.

**Subsistence** is furnished in addition to the above.

If desirous of further information, address Board of Governors,  
Records, New York City.

### LEGAL AUTHORITY FOR THE SCHOOL.

The New York State Nautical School is conducted by the State through a board of governors, in accordance with the provisions of

of New York, which became a law April 17, 1913, and entitled "An act to provide for the maintenance and government of a school for the education and training of pupils from the various counties of this State in the science and practice of navigation, seamanship, steam and electrical engineering."

#### OBJECT OF THE SCHOOL.

The purpose of the school is "for the instruction of youths in navigation, seamanship, marine engineering, and all matters pertaining to the proper construction, equipment, and sailing of vessels, or any particular branch thereof." It is intended to prepare the students to become officers in the merchant marine.

During the first six months cadets are required to devote such time as is precluded by the school authorities to study and practical work in deck and engineering studies and are classified as nautical cadets."

During the second year cadets are classified as seamen or engineer cadets, according to the aptitude shown by them in either branch of the professional studies and training, in the judgment of the school authorities, with due regard for the inclination of the cadet, and receive such further instruction and training as is incidental to the prescribed branch."

#### MANAGEMENT.

The school is under the immediate control of the board of governors of the New York State Nautical School.

#### REGULATIONS FOR ADMISSION OF CANDIDATES.

The school ship of the New York State Nautical School is intended solely for the education and training of pupils from the various counties of New York State in the science and practice of seamanship, navigation, and marine engineering, for their advancement as officers in the American merchant marine. Only boys of good character who are physically and temperamentally fitted for a life at sea and who appreciate and avail themselves of the instruction given and submit to such disciplinary action as is requisite for their welfare under conditions incident to the school are acceptable as cadets in this school.

A cadet will be allowed to remain in the school unless he gives prompt and willing obedience to all orders, rules, and regulations for government of the school and shows satisfactory progress in his studies.

Boys who are not rugged in physique and resolute in spirit or boys who are at all deficient of manual work and the general privations that accompany a seafaring life or conditions of a military training are not suited to become students in this school.

It is suggested to all candidates for admission to the nautical school that, before leaving their place of residence for New York City, they cause themselves to be thoroughly examined by a competent physician, particularly regarding eyesight, hearing, and heart trouble; and by a teacher or instructor in good standing. By such examination any serious physical disqualification or deficiency in mental preparation would be revealed, and the candidate probably spared the expense and trouble of a useless journey and the mortification of rejection. It should be understood that the informal examination herein recommended is solely for the convenience of the candidate himself, and can in no manner affect the result of the physical and mental examination for entrance to the school held on the ship.

There being no provision whatever for the payment of the traveling expenses of invited candidates for admission, no candidate should fail to provide himself in advance with the means of returning home, in case of his rejection, as otherwise he may be put to considerable inconvenience.

Application blanks may be obtained by addressing the superintendent, school ship *Port, care postmaster*, New York, or the secretary, board of governors, Room 611 of Records, New York City.

Applicants will be notified when to present themselves on board the school ship for physical and mental examination.

The following qualifications are necessary for candidates:

First. They must, at the time of their examination for admission, be between the age of 17 and 20 years.

Second. They must be of normal size, of sound constitution, and free from all physical defects, and must pass a physical examination.

Third. They must produce testimonials of character.

Fourth. They must have an inclination for a seafaring life and enter the school of their own free will.

Fifth. They must pass a satisfactory mental examination. (Examined on board the U. S. S. *Newport* at regular periods prescribed by the school.)

Sixth. They must be residents of this State and have either a parent or guardian who is a citizen of the State of New York to sign the necessary paper of recommendation.

Seventh. A fee of \$50 must be paid upon entrance.

Cadets must be provided with underclothing, shoes, etc., and an accompanying clothing list and must maintain the same at all times in accordance with the requirements of the school.

The regulations of the school in this respect call for the minimum necessary clothing incident to the character of the training and climate, and are countered during period of instruction, and are the result of many years of experience in behalf of the comfort of cadets, while in port and at sea.

Articles belonging to the ship, being the property of the State or some cases the Federal Government, and articles of clothing belonging to the school that are lost or injured through carelessness of cadets, must be replaced at their own expense.

Should the cadet be withdrawn, desert or be dismissed or dropped, the fee is forfeited.

*Special notice to parents and guardians.*—Parents or guardians having their sons or wards enter the nautical school, should fully acquaint themselves with the requirements for admission, and before proceeding to make application, should satisfy themselves that the applicant is earnest and fit himself for a future officer in the American Merchant Marine, and is suited to the life and profession he wishes to adopt.

The attention of parents and guardians is particularly called to the fact that if the cadet be withdrawn, desert, be dismissed or dropped, the entrance fee will be returned. Even if the student should remain on board for only one week or less, the fee will be returned.

Therefore, to avoid incurring needless expense for their parents or guardians are cautioned not to make application for entrance to the nautical school unless they are positive they have an inclination for a life at sea, and will complete the course of two years.

Whenever possible, the candidate should visit the school, prior to making application, and make sure by personal observation and inspection that he has a desire to follow the sea as a profession.

In order to avoid hampering classroom routine and the discipline of the school, parents and guardians and all others not having urgent business or other pressing affairs, requested not to visit the ship during school periods. Visitors will be permitted to inspect the *Newport* on Saturday and Sunday afternoons from 1 to 4 o'clock.

#### CLOTHING LIST.

The articles of clothing on the attached list must be maintained throughout the complete course of two years. Those articles on the list marked with an asterisk must be obtained ashore and brought on board by the cadet for entrance. Those articles on the list marked by an asterisk must be purchased on board at the time of entrance. The cost of these articles purchased on board is approximately \$45 and in addition to this amount and the entrance fee, a further sum of \$35, which will be carried as a clothing deposit, is required. The value of any articles subsequently issued may be deducted from the clothing deposit. At graduation or at any time a cadet severs his connection with the school, the balance of the clothing deposit will be refunded, but the entrance fee is not refunded under any condition. A dress uniform and cap is issued to each cadet, which remains the property of the school until graduation, when it becomes the property of the cadet. Cadets withdrawing, or otherwise severing their connection with the school, will not be allowed to retain the dress uniform and cap.

#### COURSE OF STUDY AND INSTRUCTION.

Two years are required to complete the course and to obtain a certificate of graduation. The school year begins about November 1 and continues into the winter term, from November 1 to May 1, and the summer term, from May 1 to October 1.

During the winter term the school ship *Newport* is moored along the wharves of New York City, and the time is devoted to both theoretical and practical instruction.

During the winter term, cadets, on application, may receive pay for absence from Saturdays and Sundays.

At the beginning of the summer term the *Newport* sails from New York for the cruise, the entire time is devoted to practical work. After leaving New York City, the students are not permitted to go home again until the fall vacation, which is usually from October 1 until November 1.

The students are instructed in dead-reckoning, the methods of finding the latitude and longitude by the sun, moon, planets and stars, the duties of a seaman, theoretical and practical marine engineering; have practice in a vessel under both sail and steam steering, heaving the lead, in handling boats both under oars and sail.

#### FOREIGN CRUISE.

The *Newport* usually touches at some of the following ports while on the summer cruise: Azores Islands; Southampton, Plymouth, Falmouth, and Gravesend, England; Harbourg, France; Queenstown and Belfast, Ireland; Copenhagen, Denmark; Amsterdam and other North Sea ports; Gibraltar, and the Madeira Islands, returning to Long Island Sound about the last of August. Conditions may make it necessary to conduct summer cruise in home waters.

#### ROUTINE AND DISCIPLINE.

During the winter, reveille is sounded at 6 every morning and until 9 o'clock the ship is occupied in lashing hammocks, washing, setting quarters in order, and breakfast inspection takes place at 9 o'clock, after which the day is spent in study and recitation, with suitable periods for meals and recreation, until 9 in the evening, when hammocks are piped down and the boys turn in for the night.

Naval discipline is maintained to a large extent, the boys being taught to conduct themselves in a manly way and to be upright and straightforward. Although firmness is exercised, yet the boys are made to feel and to understand that their welfare is sought.

#### REMARKS.

The recent unprecedented increase of American shipping has caused a great demand for young Americans who possess the requisite general and technical knowledge for responsible positions in the marine profession. Wage and living conditions on ships have greatly improved and exceptional opportunities for advancement are being offered.

Graduates of this school may be found as officers in command of vessels throughout the merchant service, in the Naval Reserve and Naval auxiliary forces; some are officers in the United States Coast Guard; some have entered the Naval Academy at Annapolis; others have secured appointments to the staff of the Navy from civil life; their training in the New York Nautical School having been of special advantage in fitting them for their chosen profession.

The Alumni Association of the Nautical School contains many members who, for various reasons, have given up sea life and have achieved success in their various occupations which, to a large extent, they attribute to their early training in the Nautical School.

#### BOARD OF GOVERNORS, NEW YORK STATE NAUTICAL SCHOOL.

#### NEW YORK STATE NAUTICAL SCHOOL - ADVICE TO CADETS - BOARD OF GOVERNORS, 1919.

##### *The new cadets:*

You are now a cadet of the New York State Nautical School and you should know something of the history of the school, what it has done in the past and what it will do for you, if you do your part. The school has been in existence since 1875 and has entered on its rolls over 3,600 cadets, most of whom were graduated and followed the sea as a career, obtaining command and reflecting credit on their alma mater. Some entered the service of the Government in revenue or collier branches and attained high rank. Others, after a period at sea, entered civil life and became prominent in the business world. Many have been cited for acts of heroism, and some have become world famous, like Ross G. Marvin, class of 1902, navigator of the first Arctic expedition.

These were your predecessors. Aim to live up to the standard that they have set for you, and always do your utmost to uphold the character and honor of the school.

Through the liberality of the State you now have an opportunity to secure an education that will fit you for an honorable and lucrative career at a minimum of cost;

therefore, show your appreciation by conserving the State property. Don't destroy. It costs a resident of Massachusetts \$155 to complete a two course in the nautical school, and, in England, for opportunities similar to cadets pay the equivalent of \$340; therefore, realize your advantages and make use of your time.

If you should be 19 years of age upon graduation you will be eligible to take examination for license as third officer or third assistant engineer. With this you will have no difficulty in securing a position at a salary of from \$143.75 to \$162.50 per month, according to the size of the ship. If you operate under this license three months (persons not graduates of a nautical school have to serve one year) can be examined for a raise in grade to second officer or second assistant engineer with a salary from \$162.50 to \$187.50. After one year's service as second officer can be examined for license as first officer or first assistant engineer, salary \$187.50 to \$206.25 per month, and, after one year's service as first officer, you can be examined for license as master or chief engineer; salary, master, \$300 to \$375 per month; engineer, \$212.50 to \$287.50 per month. If you graduate at 19 years of age, by age and industry you can command a ship at a little over 21 years of age. Is it not while? Study the following 10 epigrams. Commit them to memory, take them your guide during your career in the school and you will not fail to be a credit to self and the school.

#### BOARD OF GOVERNORS NEW YORK STATE NAUTICAL SCHOOL

1. Do your day's work every day.
2. Strive for 100 per cent efficiency in everything you undertake.
3. Obey orders and regulations cheerfully, honestly, conscientiously.
4. Do your full duty on time all the time.
5. Practice self-control and self-denial.
6. Be considerate of others; be helpful and cheerful and courteous; be a good man under all circumstances and maintain a fine sense of personal honor.
7. Don't be a "growler" or a "sea lawyer" or a "drifter" or a "dud."
8. Be true to yourself; be true to your messmates; be true to your task; be true to the fine school in which you are receiving your training.
9. Always steer a straight course, and always answer with a cheerful "Aye, aye, sir."
10. Be a man and never say die.

#### NEW YORK STATE NAUTICAL SCHOOL—SAMPLE EXAMINATION PAPER.

Candidates will be examined in the following subjects, each subject being given weight stated:

Arithmetic.....	.....
Algebra.....	.....
English.....	.....
(a) Spelling.....	.....
(b) Composition.....	.....
Geography.....	.....
History.....	.....
General information.....	.....
General adaptability.....	.....

Those having had sea experience will be given five points credit for each year.

Those having a knowledge of geometry may take an examination in that subject. That credit will be given.

The passing average is 70 per cent. The examination is competitive and appointments will be made strictly in order of merit as shown by the results of the examination.

The following questions are a sample of those given in the entrance examination.

#### ARITHMETIC.

1. Multiply 3.1416 by the square of 2.5.
2. Divide 7.854 by the square root of 6.25.
3. Reduce 0 hours 48 minutes 36 seconds to the decimal of an hour.
4. Convert 45 degrees 30 minutes 15 seconds of arc (longitude) into time.
5. Convert 4 hours 3 minutes 2 seconds of time into longitude (arc).
6. One pound sterling is equivalent to \$4.8665. What is the value of 2 pounds 10 shillings in United States money?
7. How many hundredweight in a ton of bunker coal?
8. A spar buoy extends 1 fathom above water and 4 fathoms below the surface. What is the length in feet?

9. A coal bunker measures 10 feet deep, 9 feet long, and 8 feet wide. What is its capacity, allowing 45 cubic feet to the ton?

## ALGEBRA.

1. Add  $3x$  plus  $4y$  equals 20 and  $3x$  minus  $4y$  equals 4.
2. Solve the above equations for  $x$  and  $y$ .
3. Solve the equation  $x$  square minus  $4x$  equals 5.

## GEOMETRY.

1. An oil tank measures 2 feet in diameter and 3 feet high. What is its capacity, allowing  $7\frac{1}{2}$  gallons to the cubic foot?
2. A right triangled boat sail measures 16 feet on the vertical edge and 12 feet on the horizontal edge. What does it measure on the diagonal edge?

## SPELLING.

- |               |                   |
|---------------|-------------------|
| 1. Aeroplane. | 11. Height.       |
| 2. Arctic.    | 12. Icicle.       |
| 3. Altitude.  | 13. Journey.      |
| 4. Admiral.   | 14. Manliness.    |
| 5. Buoy.      | 15. Longitude.    |
| 6. Climax.    | 16. Nautical.     |
| 7. Decimal.   | 17. Separate.     |
| 8. Eligible.  | 18. Examinations. |
| 9. Forty.     | 19. Consul.       |
| 10. Grammar.  | 20. Finished.     |

## COMPOSITION.

Write a composition of not less than 150 words on one of the following subjects:

- (a) Why you are desirous of joining the *Newport* and what objections, if any, were made to your choosing a seafaring career.
- (b) The opportunities for young men in the United States merchant marine.
- (c) An important naval battle.
- (d) A narrative of a vacation trip.

## HISTORY.

1. For what is each of the following noted: George Washington, Theodore Roosevelt, John Paul Jones, Paul Revere.
2. In what year was the battle of Manila Bay fought, and who was the American commander?
3. What vessel was blown up bringing about the Spanish-American War?
4. When was the Civil War and what caused it?
5. Who were some of the great leaders in the Civil War?

## GEOGRAPHY.

1. Name the waters a vessel would pass through on one of the following trips: From New York to Trieste, New Orleans to Antwerp, Baltimore to Seattle.
2. In what States are the following cities located? Galveston, Chicago, Philadelphia, Seattle, New Orleans.

## GENERAL INFORMATION.

1. Give the names of the following Cabinet officers: Secretary of State, Secretary of War, Secretary of the Treasury, Secretary of the Navy.
2. Who are the following: Enrico Caruso, Samuel Gompers, Henry Ford, Jack Dempsey.

## NEW YORK STATE NAUTICAL SCHOOL SCHOOLSHIP "NEWPORT."

## APPLICATION FOR ADMISSION.

Read carefully and fill out as indicated on pages 2 and 3.

Mail to the board of governors, New York State Nautical School, room 611, Hall of Records, New York City. Notice will be sent you later as to date of examination.

The schoolship of the New York State Nautical School is intended solely for the education and training of pupils from the various counties of New York State in the science and practice of seamanship, navigation, and marine engineering, for their advancement as officers in the American merchant marine. Only boys of good character who are physically and temperamentally fitted for a life at sea and who will appreciate and avail themselves of the instruction given and submit to such disciplinary action as is requisite for their welfare under conditions incident to the life, are acceptable as cadets in this school.

No cadet will be allowed to remain in the school unless prompt and willing obedience to orders, rules and regulations for government of the ship, and satisfactory progress in studies is made.

Boys who are not rugged in physique and resolute in spirit or boys who are at all afraid of manual work and the general privations that accompany a seafaring life or the conditions of a military training, are not suited to become students in this school.

It is suggested to all candidates for admission to the nautical school that, before leaving their place of residence for New York City, they should cause themselves to be thoroughly examined by a competent physician, particularly regarding eyesight, hearing, and heart trouble; and by a teacher or instructor in good standing. By such an examination any serious physical disqualification or deficiency in mental preparation would be revealed, and the candidate probably spared the expense and trouble of a useless journey and the mortification of rejection. It should be understood that the informal examination herein recommended is solely for the convenience of the candidate himself, and can in no manner affect the result of the physical and mental examination for entrance to the school held on the ship.

There being no provision whatever for the payment of the traveling expenses of rejected candidates for admission, no candidate should fail to provide himself in advance with the means of returning home, in case of his rejection, as otherwise he may be put to considerable inconvenience.

#### QUALIFICATIONS OF APPLICANTS.

First. They must, at the time of their examination for admission, be between the ages of 17 and 20 years.

Second. They must be of normal size, of sound constitution, and free from all physical defects, and must pass a physical examination before the ship's surgeon.

Third. They must produce two testimonials of character.

Fourth. They must have inclination for a seafaring life, and enter the school of their own free will.

Fifth. They must pass a satisfactory mental examination (examinations are held on board the U. S. S. *Newport* in October and at other times at the discretion of the board of governors).

Sixth. They must be residents of this State and have either a parent or guardian who is a citizen of the State of New York to sign the necessary papers.

Seventh. A fee of \$50 must be paid upon entrance. Should the cadet be withdrawn, desert, or be dismissed, this fee will not be returned.

Eighth. They must be provided with underclothing, working clothes, and accessories as per clothing list.

Ninth. During the winter term, in consideration of good conduct and progress in studies, cadets, upon application from their parents or guardians may receive permission for leave of absence from Saturday until Monday.

The above facts should be carefully understood by parents and guardians before entering their boys in the school.

#### STATEMENT BY APPLICANT.

(To be made in his own handwriting.)

I. Place and date of this application: ———.

II. Your name in full (including any middle name) and the date and place of your birth, giving year, month, and day: ———.

III. Post-office address to which the reply to this application should be sent: ———.

IV. The name, address, and occupation of your parent or guardian: ———.

V. Inclose a statement, on separate paper, in your own handwriting, describing your previous education, and naming all the schools or academies you have attended.

VI. Have you ever been to sea? ———.

VII. Do you expect to complete the two years' course? ———.

VIII. Are you prepared to meet the expenses for clothing? ———.



X. Names and addresses, in full, of two persons, preferably previous employers or teachers, from whom further information regarding you may be obtained (persons to sign the recommendation on page 3 are not to be included): \_\_\_\_\_.

#### APPLICATION AND AGREEMENT.

(To be filled out by the applicant.)

\_\_\_\_\_, having carefully read the statement of "Qualifications of applicants," do hereby, with the consent and at the request of my parents or guardian, make application for admission to the New York State Nautical School.

I admitted to said school I do hereby agree to serve on board the schoolship *Newport*, in such vessel as may be assigned, until I graduate or have been discharged by proper authority. I agree to abide by and conform to all rules, regulations and orders that may be issued from time to time for the government of said school and students, and to subject myself to the discipline thereof.

I certify that I make this application of my own free will, with a firm desire and purpose to fit myself to follow the sea as a means of livelihood.

Name: \_\_\_\_\_.

Address: \_\_\_\_\_.

Date: \_\_\_\_\_.

#### DECLARATION AND CONSENT OF PARENT OR GUARDIAN.

(To be filled out by parent or guardian.)

\_\_\_\_\_, residing in \_\_\_\_\_ (city, town, or village), State of New York, being duly sworn, do hereby declare that the above-named \_\_\_\_\_ is my \_\_\_\_\_ (son, ward), and that he was born the \_\_\_\_\_ day of \_\_\_\_\_ in the year \_\_\_\_\_; that he has my consent and it is my desire for him to enter the New York State Nautical School, on the terms set forth in the statement of "Qualifications of applicants" and the agreement signed by him and printed upon this sheet, and I hereby consent and assure that he shall be subject to all rules, regulations, and discipline that may be from time to time inaugurated for the government of the school.

I certify, to the best of my knowledge and belief, that he is not subject to fits or other spells of any kind.

Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, 192\_\_\_\_.

\_\_\_\_\_, Notary Public.

#### TESTIMONIALS.

(Preferably from two former teachers.)

We, the undersigned, are personally acquainted with \_\_\_\_\_, (parent, guardian) and certify that (he, she), is a citizen of the State of New York. We are personally acquainted with \_\_\_\_\_, the applicant, and believe him to be of energetic and industrious habits and good moral character.

Name: \_\_\_\_\_.

Address: \_\_\_\_\_.

Date: \_\_\_\_\_.

Name: \_\_\_\_\_.

Address: \_\_\_\_\_.

Date: \_\_\_\_\_.

#### PHYSICAL REQUIREMENTS FOR ADMISSION.

The height of candidates must not be less than 5 feet 4 inches stripped, and any marked deviation from the usual standard of weight will add materially to the consideration for rejection.

Any of the following shall be considered sufficient grounds for rejection.

**Eyes.**—Impaired vision, disease of the organs of vision, imperfect color sense; visual acuteness must be normal, i. e., 20/20 for each eye without the aid of glasses. There shall be no deviation from this standard, except applicants for the engineering course.

**Ears.**—Chronic middle ear disease; impairment of hearing.

**Teeth.**—All cavities should be properly attended to. At sea, many teeth are unnecessarily extracted for the comfort of the cadets, as we have recourse to no other treatment.

**Tonsils.**—Markedly hypertrophied tonsils offering mechanical interference to respiration, or if candidate is subject to frequent attacks of tonsillitis, he should receive necessary treatment.

**Chest.**—Diseases of the heart and lungs; deformities of the chest which would dispose to pulmonary disorders.

**Abdomen.**—Hernia (rupture).

**Deformities.**—Curvature of spine; contractions; joint deformities; flat foot.

Any of the previous sufficient to impair efficiency.

**Genito-urinary organs.**—Acute diseases; varicocele; hydrocele; phimosis or phimosis.

Hemorrhoids.

**Nervous system.**—Epilepsy; chorea; defective mental state.

Any communicable or transmissible diseases, including those of the skin.

Impediment of speech to such an extent as to impair efficiency in the performance of duty.

Entry No.: \_\_\_\_\_

Name: \_\_\_\_\_

Residence: \_\_\_\_\_

Application received: \_\_\_\_\_, 192—.

Notified: \_\_\_\_\_, 192—.

Date examined: \_\_\_\_\_, 192—.

Deposit paid: \_\_\_\_\_, 192—.

Admitted: \_\_\_\_\_, 192—.

Graduated: \_\_\_\_\_, 192—.

Withdrawn: \_\_\_\_\_, 192—.

Discharged: \_\_\_\_\_, 192—.

Deserted: \_\_\_\_\_, 192—.

#### REPORT OF EXAMINATION.

SCHOOLSHIP "NEWPORT,"  
New York, \_\_\_\_\_, 19—.

We have carefully examined \_\_\_\_\_ as to his qualifications to enter the York State Nautical School and find as follows:

Mental: \_\_\_\_\_.

Physical: \_\_\_\_\_.

\_\_\_\_\_, Instructor  
\_\_\_\_\_, Surgeon

#### DESCRIPTIVE LIST.

Name: \_\_\_\_\_

Born: \_\_\_\_\_, 19—, at \_\_\_\_\_.

Eyes, \_\_\_\_\_; hair, \_\_\_\_\_; complexion, \_\_\_\_\_.

Other personal characteristics (permanent marks, scars, etc.): \_\_\_\_\_.

Physical examination of chest: \_\_\_\_\_.

Family history: \_\_\_\_\_.

Age.		Weight.	Height.		Thorax.		Vision.	Color perception.	Hearing.	Vision.
			Vertex to ground.	Mean circumference.	Expansion.					
Year.	Months.	Pounds.	Inches.	Inches.	Inches.	Snellen.				
At entrance										
At graduation										

#### COMMITTEE ON NAVAL AFFAIRS,

Wednesday, October 26, 1921

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

# **TENEMENT OF LIEUT. COMMANDER F. C. BILLARD, COAST GUARD.**

ie CHAIRMAN. Commander, we have under consideration what is known as the bill H. R. 8332, to provide for the establishment and maintenance of marine schools, and for other purposes. If you have anything to say to us on the measure we will be very glad to hear you.

What branch of the service are you in, the Coast Guard?

Lieut. Commander BILLARD. I am in the Coast Guard, representing to-day the commandant of the Coast Guard.

ie CHAIRMAN. Commodore Reynolds?

Lieut. Commander BILLARD. Yes, sir.

ie CHAIRMAN. You may proceed with your statement, Commander.

Lieut. Commander BILLARD. Mr. Chairman and gentlemen of the committee, we are requesting merely that in section 3 of the bill you incorporate an amendment that will authorize the detail to these schools of proper officers of the Coast Guard. That section now authorizes the detail of proper officers of the Navy, and we would like to have the committee insert, after the word "Navy," the words "proper officers of the Coast Guard."

ie CHAIRMAN. I understand that some of the officers of the Coast Guard perform this service now?

Lieut. Commander BILLARD. I was about to say that of the three schools that were described to you yesterday officers of the Coast Guard command two of them; that is, one officer commands the school at New York and one officer commands the school at Philadelphia. Both of those gentlemen are here this morning.

We should like to have the detail of these officers a matter of statute law. There is no law at present forbidding such detail, and in assigning these officers we acted on the advice of the proper legal officers who assured us that it was entirely proper for us to so assign them, but we should like to have it in the statute law, particularly when Congress passes this bill authorizing the detail of officers of the Navy. We can not conceive of any objection to incorporating that language. That is really about all I have to say.

ie CHAIRMAN. I understand that two Coast Guard officers are already assigned to this duty?

Lieut. Commander BILLARD. Yes, sir.

ie CHAIRMAN. What work do they do?

Lieut. Commander BILLARD. These two officers are superintendents; they command and run the schools. One is in command of the school at New York and one is in command of the school at Philadelphia. In what we request there is nothing new at all, except we would like to have it in the statute law that the Coast Guard officers are authorized to be so detailed.

ie CHAIRMAN. Do the Coast Guard officers teach?

Lieut. Commander BILLARD. I do not understand that they personally teach; they are superintendents of the schools and manage and control the whole affair. I mean they are the superintendents of the schools.

ie CHAIRMAN. They look after the property?

Lieut. Commander BILLARD. Yes, sir; the school ship, and superintend the course of instruction and act in exactly the same manner

that the retired officer of the Navy acts in charge of Boston. These gentlemen are here and I know that they can tell you the character of their duty as I can.

Mr. DRANE. They are under the State?

Lieut. Commander BILLARD. I understand that the school and the officer is the superintendent of it.

Mr. DRANE. Are they subject to the State authority?

Lieut. Commander BILLARD. I assume they are in I take it they are not subordinate to the State with safety and upkeep of the Government ship.

Mr. DRANE. No.

Lieut. Commander BILLARD. But they can tell you the matter.

Mr. PADGETT. They are very similar to the detail instruction to the military schools?

Lieut. Commander BILLARD. So I am informed.

Mr. PADGETT. Except that these men are in relation to the whole school instead of simply in relation to it, because this school is limited to naval work?

Lieut. Commander BILLARD. That is the idea, as I understand it.

Mr. MCCLINTIC. I was not here yesterday when heard of this bill. Has the Navy in the past ever allotted any State school?

Lieut. Commander BILLARD. Yes, sir; that has been done quite a number of years.

Mr. MCCLINTIC. It is being done by authority of law?

Lieut. Commander BILLARD. Yes, sir. As I understand there is very little that is new in it. The policy of loaning to the States has been in effect, I take it, for some time under authority of law.

Mr. MCCLINTIC. Are these private State schools?

Lieut. Commander BILLARD. They are controlled by the State.

Mr. MCCLINTIC. Do you think it is right for the Congress to appropriate approximately \$25,000 to pay the expense of the boat that we loan to a State school?

Lieut. Commander BILLARD. Yes, sir.

Mr. PADGETT. There was a statute passed a number of years ago under which Congress has been appropriating to the State of New York for many years \$25,000 a year, and in the last three years has been appropriating to the State of Washington \$25,000 a year.

Mr. MCCLINTIC. Why can not the States make the appropriations to take care of this part of the expense?

Mr. PADGETT. It does, except that Congress passed a number of years ago providing to reimburse the State for not exceeding \$25,000 where the State has expended on a nautical school. It was for the purpose of cooperating with the States to build up a naval training and nautical school.

In looking over this bill I see that practically every provision is in line with the existing law. What is the necessity of this legislation?

Lieut. Commander BILLARD. Mr. Padgett, I am not competent to speak on the bill as a whole.

Mr. O'CONNOR. I was under the impression from this letter that the act of 1911 limited the operations of these marine schools to the ports of Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Detroit and Saginaw, Michigan, Norfolk, and Corpus Christi.

The bill introduced by Mr. Butler is for the purpose of complying with the request of the Acting Secretary of the Navy that the "increasing interest shown in the establishment of these schools leads to the belief that the law relating to Government aid should be revised."

The CHAIRMAN. I should like to put in the record the letter of Commodore Reynolds addressed to the committee asking to have this language inserted in the bill.

(The letter referred to by the chairman follows:)

TREASURY DEPARTMENT,  
UNITED STATES COAST GUARD,  
Washington, August 23, 1921.

HON. THOMAS S. BUTLER,  
*Chairman, Committee on Naval Affairs,  
House of Representatives.*

MY DEAR MR. BUTLER: There has come to my attention the bill introduced by you on August 19, 1921, namely, H. R. 8332, to provide for the establishment and maintenance of marine schools, and for other purposes. Section 3 of the bill authorizes the President to detail proper officers of the Navy as superintendents of or instructors in such schools. I am writing to ask that, if you see no objection thereto, you will cause section 3 to be amended in committee so as to authorize the President to detail also proper officers of the Coast Guard to such duty. I am sure you appreciate that officers of the Coast Guard are particularly well qualified for such work, and it seems to me advisable that the law authorize such detail of Coast Guard officers, particularly as occasion may arise when proper officers of the Navy would not be available for such assignment.

I beg to suggest that the bill be amended by inserting, in line 10, page 3, after the word "Navy," the words "or proper officers of the Coast Guard." I will be grateful if you will give this matter your careful consideration.

With very kind regards, I am,

Sincerely, yours,

W. E. REYNOLDS,  
*Commandant.*

Mr. PADGETT. I do not see any objection to inserting that language. That is the present statute and two out of the three schools now have those officers detailed.

#### STATEMENT OF CAPT. R. W. DEMPWOLF, COAST GUARD SERVICE.

The CHAIRMAN. What branch of the service are you in?

Capt. DEMPWOLF. I am an officer in the Coast Guard.

The CHAIRMAN. Assigned to duty in Philadelphia?

Capt. DEMPWOLF. Yes, sir. I was assigned to duty by Commodore W. E. Reynolds as superintendent of the Pennsylvania Nautical School at Philadelphia on February 1, 1920.

The CHAIRMAN. What are your duties there?

Capt. DEMPWOLF. My duties consist of being superintendent of the school and also commanding officer of the school ship. Of course, the nautical school is on board the school ship, and as superintendent I am also commanding officer of the ship. I have charge of the ship at sea and have complete charge of the course of instruction. My duties consist in enrolling the cadets, having complete

supervision over the other officers and instructors and I make up the regulations and courses of instruction with me now the course of instruction that we are using which I shall be glad to let the gentlemen look over.

Mr. PADGETT. Put it in the record, please.

(The course of instruction referred to by Capt. Dempwolf.)

*Schedule for study term commencing Oct. 14, 1921, Pennsylvania "Annapolis," Capt. R. W. Dempwolf, United States Coast Guard.*

	2-10 a. m.	10-10.30 a. m.	10.30-11.30 a. m.	
<b>Monday:</b>				
First section.....	Seamanship...	Study.....	Navigation...	Abandon drill.
Second section...	Navigation...	do.....	Mathematics...	Infantry
Third section...	Mathematics...	do.....	Seamanship...	Practical
Fourth section...	do.....	do.....	do.....	Knottin
Cadet engineers...	Steam engineering.	do.....	Mathematics...	
<b>Tuesday:</b>				
First section.....	Navigation...	do.....	do.....	Boat dri
Second section...	Seamanship...	do.....	Navigation...	Practica
Third section...	Geography...	do.....	Seamanship...	neerin
Fourth section...	do.....	do.....	do.....	Setting-
Cadet engineers...	Machine-shop practice.	Machine-shop practice.	Machine-shop practice.	ing.
<b>Wednesday:</b>				
First section.....	Steamship...	Study.....	Navigation...	Hygiene
Second section...	Navigation...	do.....	Steamship...	Practica
Third section...	Steam engineering, elementary.	do.....	Mathematics...	Knottin
Fourth.....	do.....	do.....	do.....	
Cadet engineers...	Steam engineering.	do.....	Drawing, elementary.	
<b>Thursday:</b>				
First section.....	Mathematics...	do.....	United States history.	Practica
Second section...	do.....	do.....	do.....	neerin
Third section...	Seamanship...	do.....	Navigation...	Boat dri
Fourth section...	do.....	do.....	do.....	Signals.
Cadet engineers...	Mathematics...	do.....	Electricity...	Resuscit
<b>Friday:</b>				
First section.....	Seamanship...	do.....	do.....	ently
Second section...	Steam engineering.	do.....	Seamanship...	Infantry
Third section...	United States history.	do.....	Navigation...	Practica
Fourth section...	English.....	do.....	do.....	Knottin
Cadet engineers...	Steam engineering.	do.....	Electricity...	

Instructors: Campbell, mathematics and history; Lewis, navigation; Olander, seamanship, storage of cargo, ship's papers, navigation; steam engineering, elementary drawing, electricity, geography; steam engineering, machine-shop practice; Carlberg, elementary seamanship, knotting and splicing, sailmaking, etc.

First section cadets admitted prior to September 17, 1920; second section admitted from September 17, to December 1, 1920; third section from December 1, 1920, to April 16, 1921; fourth section cadets subsequent to April 16, 1921.

The CHAIRMAN. How much did the State of Pennsylvania appropriate last year for this purpose?

Capt. DEMPWOLF. The appropriation the last two years for Pennsylvania has amounted to \$100,000.

The CHAIRMAN. \$50,000 a year?

Capt. DEMPWOLF. Yes, sir. The legislature meets every two years and they appropriate only \$100,000 for two years, and for that reason we have had considerable trouble in making ends meet.

The CHAIRMAN. How many boys have you?

Capt. DEMPWOLF. We have 75 boys enrolled at this time, and I hope to get that number up to 100 by this coming spring before we make the next cruise.

The CHAIRMAN. Where do they come from, the public schools?

Capt. DEMPWOLF. They are mostly high school boys and grammar school graduates.

The CHAIRMAN. What are the requirements?

Capt. DEMPWOLF. The requirement of the Pennsylvania Nautical School is that the boys must be citizens of the State, must be between the ages of 17 and 20 years, and that they must have at least a grammar school or high school education.

The CHAIRMAN. Must have either?

Capt. DEMPWOLF. Yes, sir.

The CHAIRMAN. Is there any examination given before they are admitted?

Capt. DEMPWOLF. I examine all the cadets before they enter the school; I give them a mental examination, and they are also examined by a surgeon as to their physical fitness.

Mr. McCLINTIC. Is there any other course besides the nautical course?

Capt. DEMPWOLF. The course of instruction comprises not only navigation, seamanship and steam engineering, but such subjects as mathematics of all kinds, United States history, English, electricity, and geography of the world, etc.

The CHAIRMAN. You have teachers?

Capt. DEMPWOLF. I have six instruction officers.

The CHAIRMAN. Appointed by the State of Pennsylvania?

Capt. DEMPWOLF. Yes, sir.

Mr. McCLINTIC. What are the matriculation charges?

Capt. DEMPWOLF. Every boy that enters the Pennsylvania Nautical School must deposit with the commissioners of navigation \$120 to carry him through the two-year course.

Mr. McCLINTIC. Does he pay board?

Capt. DEMPWOLF. No, sir.

Mr. McCLINTIC. Does he pay lodging or anything of that kind?

Capt. DEMPWOLF. No, sir; the State provides his tuition and board.

Mr. PADGETT. Does he live on the ship?

Capt. DEMPWOLF. Yes, sir.

Mr. DRANE. That charge is mostly for his equipment?

Capt. DEMPWOLF. The charge of \$120 is for his uniforms and text books.

The CHAIRMAN. Of the 75 boys, how many do you expect to graduate?

Capt. DEMPWOLF. I expect to graduate of those 75 boys, at least 90 per cent. Since I placed the *Annapolis* in commission in April, 1920, I have had only five boys leave the school. In other words, my first class consisted of only 20 cadets, and I still have on board 15 cadets. I have three other classes complete. Only a few of the cadets of those classes have resigned.

Mr. McCLINTIC. Does a boy to be admitted have to be recommended by some State institution or some official?

Capt. DEMPWOLF. Before a boy is admitted to the school he must be recommended by two citizens of Pennsylvania, who are acquainted with the boy's parents, and preferably two of his former teachers.

The CHAIRMAN. What expenses do you have in the conduct of this nautical school?

Capt. DEMPWOLF. The payment of the instructors, and a certain limited number of experienced men in the engineer and deck departments of the vessel, the payment of their wages, the purchase of provisions for the ship, including coal, oil, and fuel, the expense of providing certain things for the instruction of the cadets, such as charts and maps for geography. The ordinary upkeep of the vessel is borne by the State.

Mr. McCLINTIC. Do you have any buildings?

Capt. DEMPWOLF. No, sir; the school is maintained on board ship.

Mr. McCLINTIC. Just the ship anchored?

Capt. DEMPWOLF. The ship is anchored in the harbor or tied up at the wharf in Philadelphia when not cruising. The school is held on board.

Mr. McCLINTIC. Do you do any cruising?

Capt. DEMPWOLF. In the present year I have made two cruises of nearly 10,000 miles.

Mr. McCLINTIC. Where did you go?

Capt. DEMPWOLF. In the present year I have had five months at sea with these cadets. We visited Chesapeake Bay, Bermuda, Jamaica, Panama Canal, Key West, and Halifax. After leaving Halifax we touched at various ports along the Atlantic, returning to Philadelphia September 27. Last year I made a cruise to the West Indies.

The CHAIRMAN. The expenses of the cruise are paid out of the fund?

Capt. DEMPWOLF. The expenses are paid out of the appropriation made by the State.

Mr. McCLINTIC. Do you maintain the school all the time?

Capt. DEMPWOLF. Yes, sir; we have studies all the year in the forenoon of each day. The afternoons are devoted to practical work in seamanship, navigation, and engineering.

Mr. O'CONNOR. Does the course of instruction differ very widely from the course at Annapolis?

Capt. DEMPWOLF. I should say that the course of study on the school ships is not as thorough and complete as at Annapolis, yet at the same time it is a good course of instruction, calculated to make a good merchant officer, a merchant officer of the highest class.

Mr. O'CONNOR. How does it compare with the course at the Great Lakes Training School?

Capt. DEMPWOLF. The course of instruction, as I understand, at the Great Lakes Training School is entirely for the purpose of making seamen and training enlisted men in the Navy. There is no comparison at all between their course of training and the course given on these school ships.

Mr. O'CONNOR. One is to develop men for the merchant marine and the other for the Navy?

Capt. DEMPWOLF. Yes, sir.



r. McCLINTIC. When you made this cruise did your pupils mate the ship or did the Navy furnish crews?

apt. DEMPWOLF. The Navy does not furnish a single officer or man on the Pennsylvania Nautical School ship. The cadets practically did all the work of the ship, handled the vessel, steered the helm, made and took in sail, etc.

r. STEPHENS. Do some of your graduates go into the Navy?

apt. DEMPWOLF. I do not think, as a rule, they do, except in time of war, as in the last war when they flocked to the Navy, not enlisted men, but as commanding officers of transports and cargo vessels of the Navy.

r. STEPHENS. There are some of your graduates now in the Navy through their service in the war?

apt. DEMPWOLF. Yes, sir.

r. STEPHENS. They have been retained in the Navy as officers?

apt. DEMPWOLF. Yes, sir. A limited number of the graduates actually go into the Navy, through sources other than the Naval Academy.

r. STEPHENS. Do you know how many graduates from your school are now in the Navy as officers?

apt. DEMPWOLF. I know at the present time there are about six officers in the Coast Guard who are graduates of the school ships.

r. Chairman, with your permission, I should like to have a few minutes to say about the present bill.

the CHAIRMAN. That is your privilege, Captain.

apt. DEMPWOLF. The bill as presented by the honorable chairman to the committee is different from the old bill in the first section. In other words, it permits a school to be established in any seaport on the Atlantic, Pacific, Gulf, Mississippi River, or Great Lakes. It is a very good point to be brought out in this legislation. There is no reason at all why the State of Maine, which is a maritime State, should not have a school ship. I am told that there have been great efforts made to have a school ship organized for the State of Maine, under the present law, and that law is now in the Revised Statutes. Certain ports are permitted to have school ships. Why should the State of Maine, a great maritime State, which has furnished so many good maritime officers, have that privilege? This bill would give the State of Maine and other maritime States the privilege of establishing a school, provided the legislature appropriated the money.

I have no fear that there is going to be a lot of schools spring up overnight on account of this bill, because it ordinarily takes a great deal of effort on the part of the maritime interests to get a bill to establish a nautical school through the legislature. In fact, the few schools at present in operation have all had considerable difficulty in getting the necessary funds from the State legislatures. It would take a great deal of effort on the part of the maritime interests if bills passed through the legislatures.

the CHAIRMAN. The justification for the appropriation of Government funds is found in the character of education given these boys — a boy who goes through this school has the necessary qualification to serve on a ship of war?

apt. DEMPWOLF. Yes, sir.

the CHAIRMAN. As well as on a merchant ship?

Capt. DEMPWOLF. Yes, sir; Mr. Chairman, the Navy permits graduates of these school ships to be enrolled in the Naval Reserve Force without examination. The only reason is that unless these boys were qualified.

The CHAIRMAN. Do they examine them before they are enrolled?

Capt. DEMPWOLF. No; they accept their certificates without examination.

Gentlemen, these schools are really the high schools of the Navy. I see no reason why Congress should not do all in its power to encourage these schools. Twenty-five thousand dollars a year is a great deal of help; that is, it does not reimburse the State one cent. When this law was passed in 1911 the present Secretary of the Navy, Mr. Weeks, had a great deal to do with it. He told me last winter that at that time the idea was that the Government should stand one-half of the expense of operating these schools. That is, a State should be reimbursed to the extent of the present time it costs nearly \$100,000 to run a school. The Federal Government is reimbursing the State one-quarter of the cost.

The CHAIRMAN. Suppose you have 40 cadets, that is, 40 boys. You do not have to supply any buildings or pay any kind of tax, and if you did have that addition it would cost each one of these graduates about three or four dollars a year?

Capt. DEMPWOLF. Mr. Chairman, can you place a value on the and cents on a good officer?

The CHAIRMAN. I suppose you can not. At the present time they are not given the exclusive right to use these young men.

Mr. O'CONNOR. Are not a great many navigators in the Navy at this time, due to the situation in the Shipping Board?

Capt. DEMPWOLF. There are no doubt a great many officers out of employment to-day due to the slump in the shipping business, but I venture to say that many of the officers who are out of employment are not efficient. The various steamship companies are holding on to their good men.

Mr. SWING. That is also true of many other professions during the slump.

Mr. O'CONNOR. We have to have an answer to the question of the men on the floor who are desirous of keeping the expenditure as low as possible.

Capt. DEMPWOLF. The Shipping Board endeavors to get the officers quickly. They established temporary schools and endeavored to make a third officer in three months time. The cost to the expense of paying these young men \$30 a month is a great privilege. The Government paid their board and maintenance and in three months made them third officers. The officers are not considered efficient. The nautical school endeavors to make a good officer in two years. I venture to say that the ship graduates are competent officers, whereas the school men of three months' training would not stand up to the school ship men.

Mr. DRANE. In two years you make a competent officer.

Capt. DEMPWOLF. Yes, sir. They receive enough training to really become masters of ships in that time. They are sufficiently to become masters, although they are not yet. They do that; they have to start at the bottom, as third officers.

MR. O'CONNOR. Do you file with the State of Pennsylvania or any other authority an itemized list of your expenses?

MR. DEMPWOLF. Yes, sir. The expenditures of the school ship in Pennsylvania are filed monthly with the treasurer and the auditor of the State of Pennsylvania.

MR. O'CONNOR. Have you a copy of that statement with you?

MR. DEMPWOLF. No, sir; I have not. All of the expenses of the ship are paid by the treasurer of the State of Pennsylvania, on properly certified vouchers.

MR. CHAIRMAN. Have you any further comment to make on the bill as it is before us?

MR. DEMPWOLF. No, sir. I would be very much pleased to see the present school ship law amended so as to include other States and have the ambition and desire to establish new nautical schools, and amended to appropriate \$50,000 annually instead of \$25,000.

MR. CHAIRMAN. Judge O'Connor has suggested to me that a boy should not join this school at Philadelphia unless he is a graduate of a high school or has a grammar school education. Is that a regulation prescribed by the State?

MR. DEMPWOLF. Yes, sir. The regulations for admission are prescribed by the commissioners of navigation, who have charge of the operations of the school.

MR. CHAIRMAN. In your judgment, is it necessary for these boys to have had that education?

MR. DEMPWOLF. It is necessary, in my judgment, that they should have at least a grammar school education. Otherwise we should not be able to teach them very much navigation. In other words, a man to be a good navigator must have a certain knowledge of mathematics and certain ground work. In two years time we should have all of that to teach navigation, seamanship, and steam engineering, and not the rudiments of mathematics.

MR. CHAIRMAN. A good many of the warrant officers come up in the Navy. I assume they obtain their education from experience?

MR. DEMPWOLF. Yes, sir; and a great deal of study.

MR. CHAIRMAN. We are very much obliged to you, Captain.

#### **STATEMENT OF LIEUT. COMMANDER J. S. BAYLIS, UNITED STATES COAST GUARD, SUPERINTENDENT AND COMMANDING OFFICER OF THE NEW YORK STATE NAUTICAL SCHOOL.**

LIEUT. COMMANDER BAYLIS. Capt. Tracy requested me to appear this morning. We have graduation exercises to-day but he thought perhaps I had better stay here and request that an amendment be made to the present bill to increase it from \$25,000 to \$50,000, owing to the fact that he believed it was the original intent of the Government to assist the States in encouraging nautical education. We believe the original intent was to participate 50-50 with the States.

MR. MCCLINTIC. What are you going to do with this additional \$25,000?

LIEUT. COMMANDER BAYLIS. It will be used to relieve the States to that extent. It is not an increase of \$50,000, but only an increase of \$25,000. I believe the original idea was for the National Government to participate, at least one-half of what the State appropriated.

Mr. McCLINTIC. As I understand, you have about all you can take care of on the ship at the present time?

Commander BAYLIS. Yes, sir.

Mr. McCLINTIC. If that is true, why do you want \$25,000?

Commander BAYLIS. To relieve the State. The State has over \$65,000 in addition to the amount the Government turns over to the State. It would even up the burden a little more.

Mr. PADGETT. In other words, it would shift the burden from the State to the Federal Government?

Commander BAYLIS. Sirs, it is not that we want to shift so much, but this is a national obligation. It is not that we benefit by it only, but the National Government has to train officers for our merchant service and the State goes to train officers to represent the United States in foreign countries. The Federal Government goes to considerable expense to train military officers to represent us in foreign countries, but the merchant officer's education is neglected. We pick up a boy and try to train him, in two years, to become an officer qualified to represent us in foreign ports. That boy needs training in character and a good many other things to enable him to go out as an officer.

The CHAIRMAN. But the boy is pretty well educated when he comes into these schools?

Commander BAYLIS. You would be surprised how much they know when he comes out of the public schools.

Mr. McCLINTIC. There are about 40 States in the Union that probably object to appropriating any more money for school ships, appropriating right now, especially in view of the fact that the schools limit admission to only those pupils who are from the State in which the school is located.

Commander BAYLIS. For instance, in the State of New York, we limit it to the boys who have parents or guardians that are from the State of New York.

Mr. McCLINTIC. You limit it to the boys from the State of New York?

Commander BAYLIS. Not always. We have boys from Texas, New Jersey, Connecticut, and from Seattle, Washington, that came to us when the school there closed down and they are now in New York so we hold their guardians responsible for any damage or loss they might do.

Mr. McCLINTIC. It would be practically impossible to get an appropriation through.

Commander BAYLIS. This present bill enlarges as to the States who may have school ships, but in other ways it enlarges as to the States that are already equipped unless it is requested.

The CHAIRMAN. Among the pictures which you had shown me, one which seems to me to show the officers connected with the ship at Philadelphia.

Commander BAYLIS. This is New York, sir. Those are the officers of the New York school.

**Mr. McPHERSON.** Your school was established in 1876, was it not?

**Commander BAYLIS.** 1875—one year after the original law was passed in 1874.

**Mr. McPHERSON.** And the school at Boston was established when?

**Commander BAYLIS.** The school at Boston started in 1891, and Pennsylvania started in 1889.

**Mr. McPHERSON.** Now, we have 105,000,000 people in the United States. Under our system the education of the boys and girls of New York is a New York enterprise. After all of these years' time, this appropriation having been made since 1911, I believe, this proposition has grown up to the extent that the whole enterprise resulted in the education of about 150 boys a year in all these schools. It seems to me that there is something wrong about the plans. Either the people of these States are not sufficiently interested in this enterprise to develop it to the extent it ought to be, or else the enterprise itself is a failure. Here is the Congress of the United States here acting for 105,000,000 people, and after running 50 years we have been able to educate 100 a year.

**Commander BAYLIS.** Well, sir, we have been training since 1876, and we have trained over 3,700 in New York alone, and we have graduated over 1,300 with credit. This last war we had over 300 graduates in the United States Navy alone as commissioned officers.

**Mr. McPHERSON.** That may be true, but I am speaking of the whole United States.

**Commander BAYLIS.** Well, sir, I think with three or four schools, as the merchant marine increases, you will have all we need. The American boys can not all go to sea, as, for instance, so many go to sea in Great Britain. The American boy does not take to the sea as readily. Consequently, you can not have the same course. They start with a boy 15 years of age or less, and they have four years of training. I have been shipmates with some of those that graduated from the *Worcester* and *Conway*, and our course is as good, if not better.

We are coming back to the sea. The American people have been interested and fully developed the industries and transportation of this country. Now, we are coming back to the sea to develop the merchant service so as to increase our foreign commerce and find markets for our products.

**Mr. McCLINTIC.** Unless you take down that barrier which relates to citizenship of the State you will not be able to get this appropriation through.

**Commander BAYLIS.** This present law will give all of the States on the seaboard assistance.

**Mr. PADGETT.** Mr. McPherson, your illustration is hardly fair. You say 105,000,000 people in the United States, but this is a New York school, which is intended for the people of New York, and the Boston school is a Massachusetts school limited to people of Massachusetts, and Pennsylvania is limited to Pennsylvania people; so it does not apply to the population of the whole United States.

**Mr. McCLINTIC.** Well, 90 per cent of these people will go into the merchant marine or become employed in private institutions.

**Mr. PADGETT.** That may be true. They will go into these other occupations after they get out, but the school opportunities are not to the whole people of the 105,000,000 population of the United

States. They are limited to the population of their own States, just as much, you might say, as probably the free schools of Tennessee are limited to people of Tennessee, and not to other States.

Mr. McPHERSON. That is what I say. There is something wrong about the plan. It is not getting to other States.

Commander BAYLIS. It just shows right here that the people going to sea now are the backbone of the merchant service—the men we trained on these ships.

Mr. McPHERSON. I have no doubt as to the training you have. The men who are trained are well educated, but the number that can be, if you look at it run at full capacity, the people are not going into these things. The people of New York, of Pennsylvania, and of Massachusetts, on a scale that justifies Congress in dealing with it at all.

Commander BAYLIS. What proportion of people are going to sea? There is a very small proportion that go to sea. It is all according to how the merchant marine is increased or decreased. We have a present law in which so many can go to school. Under the present law we can take care of four or five hundred pupils a year if they were all running. Coming back to the three schools, even now some gentleman said we are turning out too many officers—

Mr. McPHERSON. They say that 1,000 a year apply at Boston, and they can take care of about 50?

Commander BAYLIS. I do not know about a thousand. At the present time we have about 50 applications, and by the time we get through weeding them out we will have the kind of boys that you want to represent you in foreign countries.

Mr. O'CONNOR. Coming back to the question of the masters of the ships, I wish you would enlarge on your views regarding that subject.

Commander BAYLIS. The master of a ship is in charge of a ship which goes into foreign ports. He comes in contact with the people that deal with that ship, and his manner of training reflects against the country if he is not properly trained. It doesn't reflect against him so much, but the whole country. We spend a great deal of money and time in educating military men and they go into foreign countries and represent the Government. It costs nearly \$20,000 to graduate a midshipman, and yet the Government only appropriates about \$500 to graduate one of our merchant officers.

Mr. O'CONNOR. In what other way do men arrive at a degree of efficiency whereby they become known as navigators other than through the schools you mention?

Commander BAYLIS. They are allowed to work up through the merchant service. They can start in as a seaman and after two years they are allowed to take examination to become a third officer.

Mr. O'CONNOR. For instance, I have come across on Southern Pacific steamers a number of times and each one of the captains I have had occasion to meet was an accomplished officer, even though he did not go to one of these school ships.

Commander BAYLIS. Perhaps he was a school ship officer. We have some in that line. We do not furnish men for all of these ships.

Mr. O'CONNOR. How do they acquire that training?

Commander BAYLIS. He works up through the service, beginning as a seaman.

Mr. O'CONNOR. How do they determine their qualifications?

Commander BAYLIS. Every officer going to sea has to have a license issued by the United States local inspectors. They take an examination for each promotion. After a year's service, they get their license as second officer, and after a year's service as second officer, they obtain license as first officer, and so on.

Mr. O'CONNOR. What proportion of those that have gone out of your school have become masters and first officers as a result of your training?

Commander BAYLIS. I do not know, sir; but many are masters, marine superintendents, and nearly all of them have licenses.

Mr. McCLINTIC. If the United States Government furnishes one-fourth of the amount of money and the ship that is used by each of the various States which maintains this school, would you oppose an amendment to this bill which would allow 25 per cent of the pupils to be selected from other States representing the amount that the Government furnished, to be sent to these various schools?

Commander BAYLIS. No, sir. I have no objection to it. If the National Government figures that they should have a certain percentage I think it would be a very fine idea, but sir, we are asking that the Government furnish one-half of the cost of maintaining these schools.

Mr. McCLINTIC. If you do that we could probably get around the criticism that comes on the floor of the House.

Commander BAYLIS. That is a just criticism.

Mr. McCLINTIC. Allow the Navy, under the rules and regulations, to furnish pupils from other sections of the United States.

Commander BAYLIS. In New York State, in view of the fact we have the national appropriation, boys may enter the school who have guardians residing in New York State.

Mr. McPHERSON. I think it is proper to say that those schools are for the boys of the States of Pennsylvania and New York, and there is no chance of getting an appropriation through increasing the amount.

Commander BAYLIS. Well, sir, if there is no chance of it becoming a law, the bill is of no particular value except to enlarge the scope, and at the present time there is no demand for them. The law as it presently stands authorizes 11 ships and we have a hard time getting 3 of them.

Mr. McPHERSON. There is no provision in these other States for establishing schools at the present time?

Commander BAYLIS. No, sir.

Mr. McPHERSON. And there is no use in passing this bill unless we want to increase the appropriation?

Commander BAYLIS. That is the only thing, I think.

Mr. O'CONNOR. I understand it would cost the State at least \$100,000 to put in operation one of these nautical schools.

The CHAIRMAN. Can you give us (and we will ask you to furnish it later if you do not have the information now) the number of boys who apply for this instruction each year at these different schools.

Commander BAYLIS. At the present time we have about 50 applications on file. At the last graduation, which was last spring, we had 40, and out of that number we took in 22. So we almost doubled the number of vacancies. The course is two years, and we graduate

about 75 to 80 per cent of those who enter, which brings around 40 to 45 each year. At the present time, owing to the slump in business I suppose, many more boys are looking for education. It seems a good time to improve themselves while they are not working. Consequently, we have more applications than usual.

The CHAIRMAN. So you admit only about half of the boys who apply?

Commander BAYLIS. At the present time. But by the time we get through weeding them out, we get down to the number we can accommodate. A great number are turned down physically.

The CHAIRMAN. Out of \$100,000 you limit it to so many boys?

Commander BAYLIS. Yes, sir. We limit it to the ship. The ship could accommodate only 100 to 110 boys. The ship is small and that is all we can handle with the officers we have.

Mr. McCLINTIC. How many officers do you have on this ship?

Commander BAYLIS. Three deck officers and two engineers. They are on duty every day, and they are instructors.

The CHAIRMAN. Your idea in asking Congress to increase the appropriation is to relieve the States?

Commander BAYLIS. Yes, sir.

The CHAIRMAN. And not to increase the number of boys in the school but to relieve the States?

Commander BAYLIS. Yes, sir. To add an increased number we would have to ask for a larger ship. We are using ships now that if we were not using them they would probably be scrapped, as they are obsolete for the Navy.

Mr. DRANE. Your theory is that it was the original intent, though not expressed in words, that the United States Government in paying \$25,000 was really paying 50 per cent?

Commander BAYLIS. Yes, sir. When we started at that time, the expenses originally were between \$50,000 and \$65,000, and the wording of the law, as I see it, was to encourage the State to do this. That is to say, "If you run this thing, we will give you about 50 per cent of the cost."

Mr. McPHERSON. How long have you been connected with the school?

Commander BAYLIS. Two years, sir.

Mr. McPHERSON. You say you have 40 or 50 applications each year?

Commander BAYLIS. Yes, sir. I have about 50 now. Last spring we took in between 40 and 45. We take in two classes a year, making over 100 applicants each year.

Mr. McPHERSON. That is about as many as you have had for some years back?

Commander BAYLIS. For years we had to put forth effort to get boys to apply. In some way the nautical ship when mentioned to a boy thought it was a reform school, and they had to fight for years to get that idea out of their minds. People from good families objected to their children going to the school.

Mr. McPHERSON. How do you account for that small number of applications in New York while in Boston they have about a thousand.

Commander BAYLIS. Well, I do not know, sir. Boston is quite a seafaring section. All our seamen for many years, years ago, came from those States. The other people do not consider it such an



orable profession to go to sea. During last winter we started in course of lectures. For instance, they had me lecturing in high schools and churches to get the right character of boys to go to sea. They should be men of high character.

Mr. MCPHERSON. How do you explain the fact that notwithstanding the fact this law has for a number of years authorized establishment of schools at other places, there have been no attempts made to establish them?

Commander BAYLIS. They started it. San Francisco attempted it, it failed to pass. Washington last year had to close down its school at Seattle. It was due to lack of good records, showing what boys would do. At Boston they have a good school. Admiral Miles said: "We will run the school anyway." But we can not do it in New York State. When we go to Albany or up-State, they say, "Why should we run a nautical school? These people do not go to sea." "Well, that is true of agricultural schools. Very few people who go to Cornell start in agriculture in New York State. They go out West somewhere."

The CHAIRMAN. We have printed regulations of the Pennsylvania Nautical School. Have you printed regulations of the New York State Nautical School?

Commander BAYLIS. Yes, sir. I have none of them with me, but I have my report.

The CHAIRMAN. Will you have furnished to us a copy of the printed regulations?

Commander BAYLIS. Yes, sir. I have two copies of my last year's report, which is quite interesting, and a list of those officers who served in the last war. The Spanish-American War—I haven't combed that. But looking over it casually I find that we had three men who were lost on the *Maine* and quite a number of men were officers on other vessels. These schools perform two functions: (a) to run the merchant vessels and (b) in time of war they can help the Navy. The Government has considered very carefully the matter of training officers for the Shipping Board. Well, that to my mind is all unnecessary, because we have a law which will supply the officers you need for any emergency. If it becomes necessary to increase the number to 10 or 11 ships, as the law now stands, you can very easily do so. Or you can cut it down to the three States that have been running ships since 1876.

(Thereupon, committee adjourned to meet October 27, at 10.30 a. m.)

NEW YORK STATE NAUTICAL SCHOOL,  
SCHOOL SHIP "NEWPORT,"  
New York City, November 2, 1921.

1. THOMAS S. BUTLER,  
*Chairman Naval Affairs Committee.*

DEAR SIR: In addition to my testimony of October 26 before your committee, it is respectfully requested that the following information regarding nautical schools be under consideration.

The Congress, most wisely, passed a law in 1874 to encourage nautical education by fitting ships of the Navy, fully equipped, and further encouraging the States in 1911 to maintain these schools by appropriating an amount equal to that expended by the Federal Government, not to exceed \$25,000, it seems quite apparent it was the intent of Congress to make the expense of operating these schools equal with the State. When the amount not to exceed \$25,000 was appropriated in 1911 it very nearly covered half of the operating expenses but since that date our expenses have gradually increased so that the Government instead of appropriating one-half of the amount required now appropriates only about one-quarter of the amount appropriated by the State. This is respectfully invited to the attention of your committee because I believe Congress

still desires to encourage nautical education in order to promote our commerce and extend our commerce.

As testified before the committee over 3,700 have received training and have been graduated with credit.

Our graduates have figured prominently in both the Spanish-American and World War. During the last war we had nearly 300 commissioned officers in the Navy from the rank of commander down and out of that number 100 were graduates of the school.

It must be quite apparent to you, gentlemen, that this record of the schools are worthy of liberal support from the National Government.

It was a school-ship boy that had command of the vessel that was sunk in the marine.

It was a school-ship boy that had command of the vessel that was sunk from submarine attack.

It was a school-ship boy that had charge of the ship-routing of the Navy routing all vessels leaving the port through the submarine zones and mines.

It was a school-ship boy that had command of the mine-sweeping vessel in New York.

Not only are these graduates of the greatest value to the Nation but in the year we had between 60 and 70 in command of merchant vessels in the port of New York alone.

Mr. Chairman, if your committee reports favorably on the increase of \$25,000 to each school, I believe there will be very little opposition because it is to educate our officers of merchant vessels to represent our country in foreign ports, which means commercial expansion. Especially needed now more than ever because the rivalry is now keenest for the world.

You know, and Congress knows, that our transportation system has been fully developed and that our industries have been overproducing. Consequently we must turn to the seas and develop our merchant marine to dispose of our excess productions.

To develop our merchant marine successfully we must have proper training. Commercial enterprises pay large salaries to experts to get the best possible of raw materials. The best brains are obtained to handle the distribution of these materials to the factories. The latest machinery is installed and managers are obtained to turn out finished products efficiently and in large quantities. Finished products are then rushed to the ships and turned over to the officers in foreign ports. Now, the officers on these ships who receive small salaries and training has been neglected are the ones who make the whole effort a financial success or a failure.

Yours, very truly,

J. S. BAYLIS

COPY OF LETTERS RECEIVED FROM THE STATE DEPARTMENT SHOWING THE RESULTS OF THE CADETS AND WHAT THESE SCHOOLS ARE DOING IN DEVELOPING OUR COMMERCE AND REPRESENT US IN FOREIGN PORTS.

AMERICAN

*Funchal, Madeira, S.*

Subject: Visit of the U. S. S. *Newport*, school ship of the State of New York.

The honorable the SECRETARY OF STATE,

*Washington, D. C.*

SIR: I have the honor to report that the U. S. S. *Newport*, now school ship of the New York State Nautical School, visited this port on the 1st of September. An exhibition match of baseball, the first ever seen in this port, was given by two teams from the ship, and a water-polo contest was won by the Portuguese team. At the request of the leading sport club, the committee consented to allow the cadets to give an amateur entertainment in our harbor for the benefit of the local Red Cross. This entertainment, which was held on the 24th, not only was a great financial success, but was warmly received by the spectators and has added considerably to American prestige in Madeira. I fully request that copies of the inclosed translations of two new songs from this entertainment be transmitted to the governor of the State of New York with an expression of my appreciation of the splendid, efficient management of the school is improving our merchant marine and adding luster with its growing national reputation for clean, vigorous, and disciplined seamen.

I have the honor to be, sir, your obedient servant.

WILLIAM

## OF THE SCHOOL SHIP "NEWPORT" OF THE NEW YORK STATE NAUTICAL SCHOOL.

AMERICAN CONSULATE,  
Antwerp, Belgium, August 27, 1920.

HON. THE SECRETARY OF STATE,  
Washington.

SIR: I have the honor to inform the department that the school ship *Newport*, of New York State Nautical School, arrived at Antwerp on August 9, 1920, with 95 cadets. The school ship is commanded by Capt. John S. Baylis, of the United States Coast Guard. Capt. Baylis called on the local officials accompanied by the consul, and the officials returned the calls later on board the ship. Through the courtesy of the city officials, the cadets were shown over all the harbor and port works of the city and were given every opportunity to see everything in the city which might be of value or interest to them. The ship left for Lisbon on August 27. I was on board the *Newport* four or five times during her stay in the port and was very impressed by the character of the work which Capt. Baylis is doing in training young men for service in the merchant marine. He not only has excellent discipline on board the ship, but seems to enjoy the confidence and respect of all the citizens. The course which is being followed seems like a very thorough one. Everyone who came in contact with the cadets was impressed by their appearance, and my opinion is that I have never seen a finer lot of young men on board of any school ship training officers for the merchant marine. I have the honor to be, sir,

Your obedient servant,

GEORGE S. MESSERSMITH,  
American Consul.

AMERICAN CONSULATE,  
Funchal, Madeira, September 20, 1920.

SUBJECT: Visit of the U. S. S. *Newport*, school ship of the New York State Nautical School.

HONORABLE THE SECRETARY OF STATE,  
Washington.

SIR: I have the honor to report that the U. S. S. *Newport*, the school ship of the New York State Nautical School, arrived at this port September 15 at 6 p. m. and departed at about 12.30 p. m. Although the visit was short, I had the opportunity of becoming acquainted with all the officers and many of the cadets, but also of familiarizing myself with the kind of training given to the latter. I was greatly impressed by the thoroughness and care with which the courses have been prepared, particularly by the conscientious efforts displayed by Lieut. Commander Baylis and his officers in looking after the moral and physical development of the cadets. The fact of there having appeared no case of venereal disease aboard the vessel during the last three years is an eloquent tribute to the management of the school. The results appear to be upholding the best American traditions and will inevitably contribute largely to the future efficiency of the merchant marine. I respectfully request that the governor of New York be informed of the credit which this school is reflecting on both the State of New York and the whole Nation.

I have the honor to be, sir, your obedient servant.

WILLIAM L. JENKINS,  
American Consul.

*New York State Nautical School expenditures, 1914-1920.*

Fiscal year ending June 30—	Expenditures.	Federal appropriation.	State appropriation.
1914	\$72,733.37	\$25,000.00	\$100,000.00
1915	86,019.20	25,000.00	80,000.00
1916	73,208.17	25,000.00	100,445.00
1917	71,231.03	25,000.00	73,975.00
1918	79,885.12	25,000.00	82,675.00
1919	96,583.56	25,000.00	97,500.00
1920	86,957.97	25,000.00	96,733.17
	99,946.30	25,000.00	106,625.00
	663,715.32	200,000.00	737,933.17
Amount expended by State.....			\$663,715.32
Amount appropriated by National Government.....			200,000.00
Amount appropriated by New York State.....			631,328.17

The New York Nautical School was organized in 1875 and was in session under the jurisdiction of the board of education of the city of New York until the entire expense until the school was placed under the control of the State. For 34 years, or until 1908, when the present steam vessel was secured, it was conducted on a sailing ship, and the annual expense averaged approximately \$10,000.

MASSACHUSETTS NAUTICAL SCHOOL,  
Boston,

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives, Washington, D. C.*

DEAR SIR: We thank you for your letter of October 21, and regret that we will be unable to attend the hearing of the committee on Tuesday, H. R. 8332.

The commissioners have already on file with the committee a statement in regard to the bill as proposed by the Navy Department. We specify, proviso, lines 8 to 13, page 2, making the Commonwealth liable for any damage to the vessel and articles so loaned. The vessel must be insured, and it might be alleged that it was due to negligence on the part of the State, and so the State become liable for the whole value of the vessel. The Navy Department.

We consider that this proviso violates the spirit of the present act for the development of nautical schools. We know of no occasion in the 30 years of the Massachusetts Nautical School under which it has been alleged that damage to the Navy Department's property through negligence on the part of the State. We consider this proviso both unnecessary and impracticable, and doubtful if the Commonwealth could accept the loan of a vessel contrary to its own laws.

The commissioners have already filed with the committee a statement of its reasons for asking an increase of the appropriation specified in line 13, page 2, from \$25,000 to \$50,000, generally on the ground that it was the intent of the act establishing the nautical schools that the National Government should pay one-half the cost of maintenance, whereas under present conditions it pays one-quarter. A full statement of the expenditures by the Commonwealth for the nautical school is contained in the files of the committee of January 18, 1921.

We consider it unnecessary to include in this act the proviso contained in lines 25, page 2, and lines 1 to 3, page 3. It is undesirable that the school shall be subject to direction from two sources, the Commonwealth and the National Government. It will be a source of confusion and disagreement. We respectfully urge that the Commonwealth has maintained a successful record in the provisions of the existing law and no necessity has been shown for a change.

Very respectfully,

F. T. BOYNTON

[Calendar No. 1104, Senate Report No. 1178, Sixty-first Congress, Third Session.]

#### ESTABLISHMENT OF MARINE SCHOOLS.

February 16, 1911, ordered to be printed.

Mr. Smith of Maryland, from the Committee on Naval Affairs, submitted the following report (to accompany H. R. 24145):

The Committee on Naval Affairs, to whom was referred the bill for the establishment of marine schools, and for other purposes, having considered the same, report thereon with a recommendation that it pass, with the following amendments:

In line 12, page 1, after the word "San Francisco," add the following: "Norfolk, and Corpus Christi."

This bill supersedes the act of June 20, 1874, establishing marine schools, and only new legislation, in addition to adding Seattle and Corpus Christi to the cities to which the benefits of the act shall attach, is comprised in the bill authorizing the appropriation of money to aid in the support of the schools. The bill has the approval of the Committee on Marine and Fisheries of the House of Representatives, and of the Senate, and will appear from the letter of the Secretary of the Navy, which is herewith submitted, and made a part of this report.

fine schools of the character referred to in this bill are not new, neither are they inventions. Boston, New York, and Philadelphia maintain such training schools, under the law above referred to they receive the benefits of Government aid in the shape of details of officers for instruction and vessels for training purposes. New York Nautical School is the type of the schools which the bill is designed to establish. It is conducted by the board of education of New York and was established in pursuance of an act of the legislature of the State in 1873 and at present is maintained on board the U. S. S. *Newport*, which was loaned for this purpose under an act of Congress of June 20, 1874. The purpose of the school is for the instruction of youths in navigation, seamanship, marine engineering, and all matters pertaining to proper construction, equipment, and sailing of vessels, or any particular branch of, with the idea of preparing students to become officers in the merchant service. The superintendent and most of the instructors are officers of the Navy, employed for that purpose by the President. The training ship is in no sense a reformatory or a sanatorium, for only boys of good character, who will appreciate and themselves of the instruction, are admitted, and none will be allowed to continue in the school unless they yield prompt and willing obedience and make fair progress in their studies. Neither will boys be admitted or retained who are not robust in physique, resolute in spirit, and not afraid of work. Two years are required to complete the course and to obtain a certificate of graduation. At the beginning of the first term the *Newport* sails from New York for a cruise, and the entire time is devoted to practical work. She usually touches at the Azores Island, Southampton, Plymouth, Falmouth, and Gravesend, England; Cherbourg, France; Queenstown and Dublin, Ireland; Copenhagen, Denmark; Amsterdam, and other North Sea ports; Gibraltar; and the Maderia Islands, returning to Long Island Sound about the last of August.

During the course the students are instructed in dead reckoning; the methods of finding the latitude and longitude by the sun, moon, planets, and stars; the duties of a seaman; theoretical and practical marine and electrical engineering; have practical vessel under both sail and steam, in steering, heaving the lead, in handling boats under oars and sail.

Moral discipline is maintained to a large extent, the boys being taught to conduct themselves in a manly way and to be upright and straightforward in all their dealings.

Although firmness is exercised, yet the boys are made to feel and to understand that their welfare is sought.

Parents or guardians are relieved of the care, expense, wear, and strain of bringing boys through the most critical period of their lives, and the boys are assured an honorable profession. Positions are readily secured to all graduates who wish to follow the sea as a calling.

Graduates of this school may be found as officers in command of vessels throughout the merchant service; some are officers in the Revenue-Cutter Service; some have entered the Naval Academy at Annapolis; others have secured appointments to the service of the Navy from civil life, their training in the New York Nautical School giving them a special advantage in fitting them for their chosen profession.

The alumni association of the nautical school contains many members who, for various reasons, have given up sea life and have achieved success in their varied professions, which to a large extent they attribute to their early training in the nautical school.

The bill above gives the character and sets forth the objects of the nautical schools provided for in the bill. They will be recognized as praiseworthy and warranting the assistance as the Government can properly give. It will be noted that the bill does not provide for the establishment of such schools by the Government, but aid shall be given only to such as are established by a State or municipality, even then that such aid shall not exceed in amount the sum annually appropriated by the State or city which establishes the school, and in no case shall exceed \$10,000.

The committee believes that the benefits to be derived from such schools in the way of giving proper training to boys who are attracted toward a seafaring life, and of giving competent officers to our merchant marine, will far outweigh the very burden which the bill will place on the United States Government. The large number of excellent officers which the existing schools have given to our American navy has done much to keep up to its high standards the character of the men who command our merchant vessels. The Navy and Revenue-Cutter Service are so benefited, for many of the boys find their way into them, where their schooling is appreciated and valued. Up to this time, such schools have been established only on the Atlantic coast: but in view of the fact that the ocean trade of

the Pacific is constantly and rapidly increasing, and will increase with greater rapidity in the near future, it is desirable that encouragement be given to the establishment of marine schools on the Pacific coast. For these reasons your committee strongly recommend the passage of the bill.

The bill has the approval of the Navy Department, as will appear by the following communication:

DEPARTMENT OF THE NAVY,  
OFFICE OF THE SECRETARY,  
Washington, January 31, 1911.

MY DEAR SENATOR: Referring to your letter dated January 12, 1911, inclosing copy of a bill (H. R. 24145) for the establishment of marine schools, and for other purposes, and requesting the opinion of the department thereon, I have the honor to inform you that the measure is commended to the committee's favorable consideration.

It may be stated, however, that the number of gunboats now on the Navy list is reduced below the actual requirements for general service, and there is no prospect of any naval vessel, appropriate for marine schools, becoming available for such assignment.

Faithfully, yours,

G. V. L. MEYER.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
United States Senate.

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[No. 17.]

#### STATE MARINE SCHOOLS.

NAVY DEPARTMENT,  
Washington, December 3, 1920.

SIR: The annual appropriation acts for the Naval Establishment provide appropriations under the head of "State marine schools" to carry out the provisions of "An act for the establishment of marine schools, and for other purposes," approved March 4, 1911.

Under the terms of that act the Secretary of the Navy is authorized to furnish a naval vessel with her equipment and the President is authorized to detail naval officers as instructors.

There is, however, no requirement that the schools shall report either to the President or the Secretary, and there is no provision for the inclusion of estimates for these schools, with others furnished by the department; and this although the act for the establishment of these schools makes the appropriation for their assistance dependent upon the sum annually appropriated by their respective States or municipalities. For convenience a copy of the act is transmitted herewith.

To correct this seeming anomaly, I recommend that, in the naval appropriation act for the fiscal year 1922, there be inserted at the end of the provision "State marine schools" the following:

"Provided, That the said act be, and it is hereby, amended by adding at the end of section 2 thereof, the following:

"The management of each school shall, before the 1st day of September of each year, make a report to the Secretary of the Navy, covering the general operations of the school for the fiscal year ending on the 30th day of June next preceding, together with a statement of the State, municipal, or other appropriations made for aiding its maintenance and support, and a summary of its expenditures. The Secretary shall include in his annual estimates an item for each established school for the amount for which it shall be entitled under this section for the current fiscal year."

Yours truly,

JOSEPHUS DANIELS,  
Secretary of the Navy.

HON. FREDERICK H. GILLET,  
Speaker of the House of Representatives  
Washington, D. C.

---

#### AN ACT For the establishment of marine schools, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That the Secretary of the Navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of

of a State, a suitable vessel of the Navy, with all her apparel, charts, instruments of navigation, provided the same can be spared without the naval service, to be used for the benefit of any nautical school, or college having a nautical branch, established at each of the following ports and States: Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Saginaw, Michigan; Norfolk, and Corpus Christi, upon the condition all be maintained at such port a school or branch of a school for the instruction in navigation, steamship-marine engineering, and all matters pertaining to construction, equipment, and sailing of vessels, or any particular branch

that a sum not exceeding the amount annually appropriated by any State for the purpose of maintaining such a marine school or schools or the amount thereof is hereby authorized to be appropriated for the purpose of the maintenance and support of such school or schools: *Provided, however,* appropriations shall be made for one school in any port heretofore named in that the appropriation for any one year shall not exceed \$25,000 for any

that the President of the United States is hereby authorized, when in his same can be done without detriment to the public service, to detail officers of the Navy as superintendents of or instructors in such schools: *Provided* any such school shall be discontinued, or the good of the naval service, such vessel shall be immediately restored to the Secretary of the Navy or so detailed recalled: *And provided further,* That no person shall be sent or received at such schools as a punishment or commutation of punishment.

that all laws and parts of laws in conflict herewith are hereby repealed.

March 4, 1911.

WASHINGTON, D. C., January 18, 1921.

S. S. BUTLER,

on Committee on Naval Affairs,

House of Representatives.

SIR: The nautical schools in existence under the auspices of the State of New York, the State of Massachusetts at Boston, the State of Washington and the State of Pennsylvania at Philadelphia find that the annual cost of each school is approximately \$100,000 per annum. These schools, officers of their State executives are therefore applying to Congress for an appropriation of \$25,000, which would be then in accordance with the provisions contained in the act of Congress approved March 4,

that we may proceed in accordance with the new rules of the House affecting us, we hereby respectfully request that you will include in your coming session affecting the Navy the following clause:

of the act approved March 4, 1911, is hereby amended so that the proviso *Provided, however,* That appropriations shall be made for one school in any port named in section 1, and that the appropriation for one year shall not exceed \$25,000 for any one school.

we state that the State authorities, managing the nautical schools are not in agreement to the act above mentioned recommended by the Secretary of the Navy. We believe that the suggestions would introduce a conflict of authority detrimental to the States and the schools themselves.

on herewith a brief statement of facts in regard the record of the Massachusetts Nautical School, together with statement showing that in addition to the aid from the National Government the State has expended during the existence of the school the sum of \$1,590,952.67.

so forwarded herewith a copy of the report of the board of commissioners of the Massachusetts State Nautical School, and in connection therewith we beg to say that the rate of cost of maintenance for the next two years is \$120,000 per year.

statements will be filed with you by the New York and Pennsylvania schools.

Respectfully, yours,

H. FRANCIS T. BOWLES,

Chairman, Massachusetts Nautical School.

J. S. GIBSON,

Chairman, Washington Nautical School.

Concerning the application of the Commonwealth of Massachusetts in the annual Federal appropriation for the maintenance of the Nautical School, I beg to submit the following facts for the consideration of the Committee.

The Massachusetts Nautical School was established in 1892 and is now in its twenty-ninth year of service, with 953 graduates after a 2-year course. At the present time about 1,200 of either graduates or trainees are a part time in the school are now in active service in the merchant marine. The war a large number served as reserve officers on active service.

With this letter will be handed you a copy of the school catalog showing the conditions of admission and the course of instruction. All graduates who have attained the age of 19 years are now qualified to receive upon graduation a United States license as third officer or third assistant. The school is carried on on board the U. S. S. *Nantucket*, located at Nantucket, Massachusetts, and cruising at sea during the summer. The capacity is limited to 116 cadets and the school is maintained at the maximum of applicants exceeding the accommodations.

The inclosed statement shows the actual expenditures incurred by the Commonwealth of Massachusetts in the maintenance of the nautical school from 1892 to 1920 and the amount received by the Commonwealth of Massachusetts from the Federal Government for the same period.

During the 29 years the school has cost to maintain \$1,815,900. The Federal Government has contributed \$225,000. The cost of maintenance for the year 1921 is estimated at \$98,702.

This statement of facts seems to amply justify the Commonwealth's request for an increase in the Federal appropriation from \$25,000 to \$50,000.

*Massachusetts Nautical School Expenditures, 1892 to 1920.*

	Expenditures.	Federal appropriation.	
1892.....	\$13,143.64	.....	1908.....
1893.....	89,576.19	.....	1909.....
1894.....	58,916.75	.....	1910.....
1895.....	51,294.20	.....	1911.....
1896.....	52,628.38	.....	1912.....
1897.....	53,490.41	.....	1913.....
1898.....	54,378.93	.....	1914.....
1899.....	54,645.48	.....	1915.....
1900.....	54,827.96	.....	1916.....
1901.....	54,868.61	.....	1917.....
1902.....	59,845.97	.....	1918.....
1903.....	64,091.74	.....	1919.....
1904.....	78,047.69	.....	1920.....
1905.....	59,857.89	.....	
1906.....	54,897.94	.....	
1907.....	62,953.11	.....	
			Total.....

Estimate, 1921.....

Total amount expended by State.....

Total amount appropriated by National Government.....

Difference.....

[No. 62.]

NAUTICAL SCHOOLS.

NEW YORK STATE NAUTICAL  
HALL  
New York City,

HON. THOMAS S. BUTLER,

Chairman Committee on Naval Affairs,

House of Representatives, Washington, D. C.

MY DEAR SIR: The board of governors of the New York State Nautical Schools, with the nautical schools of Massachusetts, Pennsylvania, and Wisconsin, have the honor to acknowledge the receipt of your letter of the 10th inst. and to inform you that a clause be included in your coming bill of legislation affecting the present appropriation for the State nautical schools to no more than one year for each school.



the time the original legislation was enacted the appropriation of \$25,000 was found to be approximately one-half of the cost of maintenance, and although it was found to be incorrect the State of New York has yearly made increasing appropriations to carry on this work vitally necessary to the maintenance of a 100 per cent American merchant marine.

We are appending herewith a statement showing the cost of maintenance of this school since it was taken over by the State from the city of New York, together with a statement of the amount of the State appropriation and the amount received from the National Endowment.

We also include a partial list of graduates who, with the training received in this school, were qualified to fill positions of trust during the recent World War, many of whom without further training at once took command of ships at a time when the Navy Department was in dire need of trained men.

Our attention having been called to the recommendation of the Secretary of the Navy contained in his letter of December 3, 1920, asking for an amendment to the act of Congress approved March 4, 1911, we wish to state that we believe that if adopted it would lead to a conflict of authority and be detrimental to the best interest of the school.

Very respectfully, yours,

MARCUS H. TRACY,  
Chairman Board of Governors.

*New York State Nautical School expenditures, 1914-1920.*

Fiscal year ending June 30—	Expenditures.	Federal appropriation.	State appropriation.
.....	\$72,743.97	\$25,000.00	\$100,000.00
.....	86,019.20	25,000.00	80,000.00
.....	73,298.17	25,000.00	100,445.00
.....	71,231.03	25,000.00	73,975.00
.....	79,885.12	25,000.00	82,675.00
.....	93,583.66	25,000.00	97,500.00
.....	86,957.97	25,000.00	96,734.17
	563,719.02	175,000.00	631,328.17

amount expended by State.....	\$363,719.02
amount appropriated by National Government.....	175,000.00
amount appropriated by New York State.....	631,328.17

The New York Nautical School was organized in 1875, and was in continuous operation under the jurisdiction of the board of education of the city of New York, who bore the entire expense until the school was placed under the control of the State, in 1908.

For 34 years, or until 1908, when the present steam vessel was secured, the school was conducted on a sailing ship, and the annual expense averaged approximately \$60,000 per annum.

[Bulletin of the Alumni Association, New York State Nautical School.]

HONOR ROLL.

The following members are known to be enrolled in some branch of the service. Members know of others, kindly send their names and other data to the secretary, Harold Fay, 6 Beaver Street, New York, and please do it promptly:

37. Van Boskerck, F. S., captain, U. S. C. G.
38. Smith, K. F., lieutenant commander, U. S. N.
39. Driggs, J. R., lieutenant commander, U. S. N. R. F.
40. Nash, M. P., lieutenant commander, U. S. N. R. F.
41. McMurray, F. S., lieutenant commander, U. S. N. R. F.
42. Grening, Paul C., lieutenant commander, U. S. N. R. F.
43. Meriwether, H., lieutenant commander, U. S. N. R. F.
44. Keen, E. V. W., lieutenant commander, U. S. N. R. F.
45. Cross, F. E., lieutenant commander, U. S. N. R. F.
46. Smith, I. B., lieutenant commander, U. S. N. R. F.
47. Schloming, H., lieutenant commander, U. S. N. R. F.
48. Boesch, John H., lieutenant commander, U. S. N. R. F.

1906. Schermerhorn, M. P., lieutenant commander, U. S. N. R. F.  
 1906. Sheridan, T. W., lieutenant commander, U. S. N. R. F.  
 1907. Pitman, M., lieutenant commander, U. S. N. R. F.  
 1908. January, G. T., lieutenant commander, U. S. N. R. F.  
 1908. Sheridan, Philip, lieutenant commander, U. S. N. R. F.  
 1886. Kellerhouse, J., lieutenant commander, U. S. N. R. F.  
 1894. Foster, J., lieutenant commander, U. S. N. R. F.  
 1903. Hashhagen, W. D., lieutenant commander, U. S. N. R. F.  
 1905. Davis, F., lieutenant commander, U. S. N. R. F.  
 1906. Dodd, L. E., lieutenant commander, U. S. N. R. F.  
 1906. Demarest, Raymond, lieutenant commander, U. S. N. R. F.  
 1887. Keys, W. S. P., lieutenant commander, U. S. N. R. F.  
 1903. Halsey, J. H., lieutenant commander, U. S. N. R. F.  
 1897. Riessenberg, Felix, lieutenant commander, U. S. N. R. F.  
 1899. Allen, O., lieutenant commander, U. S. N. R. F.  
 1909. Service, E. K., lieutenant commander, U. S. N. R. F.  
 1895. Muirhead, W. J., major, U. S. A.  
 1882. Cooper, J. F., major, U. S. A.  
 1903. Brainard, E. R., captain, U. S. M. C.  
 1912. Page, A., captain, U. S. M. C.  
 1897. Dorey, A. D. (lost on steamship *Cubare*), captair, U. S. A. Q. M.  
 1908. Jones, C. R., lieutenant, U. S. A.  
 1906. Smith, W. W., lieutenant, U. S. A.  
 1906. Wood, R. F., lieutenant, U. S. N.  
 1891. Fleming, W. H., lieutenant, U. S. N. R. F.  
 1905. Hannan, J., lieutenant, U. S. N. R. F.  
 1903. Tubbs, P. F., lieutenant, U. S. N. R. F.  
 1911. Howard, L. C., lieutenant, U. S. N. R. F.  
 1880. Filly, P. C., lieutenant, U. S. N. R. F.  
 1904. Just, F. A., lieutenant, U. S. N. R. F.  
 1906. Bricher, A., lieutenant, U. S. N. R. F.  
 1907. Mackie, J., lieutenant, U. S. N. R. F.  
 1907. Nichols, F. R., lieutenant, U. S. N. R. F.  
 1908. Howard, J. A., lieutenant, U. S. N. R. F.  
 1908. Sloan, R. H. (nongraduate), lieutenant, U. S. N. R. F.  
 1910. Fleischman, W., lieutenant, U. S. N. R. F.  
 1911. Kopf, Carl, lieutenant, U. S. N. R. F.  
 1907. Ramsey, Hobart, lieutenant, U. S. N. N. V.  
 1907. Dyer, C. J. W., lieutenant, U. S. N. N. V.  
 1913. O'Brien, Edward J., lieutenant, U. S. N. R. F.  
 1910. Erickson, E. L., lieutenant, U. S. N. R. F.  
 1892. Henriques, A. J., lieutenant, U. S. N. R. F.  
 1911. Skcad, R. G., lieutenant, U. S. N. R. F.  
 1907. Cornelius, C. P., lieutenant, U. S. N. R. F.  
 1914. Rague, W. J., lieutenant, U. S. N. R. F.  
 1912. Townsend, G. P., lieutenant, U. S. N. R. F.  
 1899. Stay, Guy, lieutenant, U. S. N. R. F.  
 1917. Jeffries, A. M., lieutenant, U. S. N. R. F.  
 1912. Dietrich, W. F., lieutenant, U. S. N. R. F.  
 1903. Bayliss, J. B., second lieutenant, U. S. C. G.  
 1903. Welton, J. B., lieutenant (junior grade), U. S. N. R. F.  
 1904. Barr, Chester, lieutenant (junior grade), U. S. N. R. F.  
 1906. Cornish, J., lieutenant (junior grade), U. S. N. R. F.  
 1909. Overington, C. P. (lost on *Florence H*), lieutenant (junior grade), U. S. N.  
 1911. Lencaus, J. J., lieutenant (junior grade), U. S. N. R. F.  
 1912. Williams, C. F., lieutenant (junior grade), U. S. N. R. F.  
 1915. Flynn, W. W. (nongraduate), lieutenant (junior grade), U. S. N. R. F.  
 1915. Chemintz, H. D., lieutenant (junior grade), U. S. N. R. F.  
 1905. Ritter, L. O., lieutenant (junior grade), U. S. N. R. F.  
 1906. Hughes, G. W. R., lieutenant (junior grade), U. S. N. R. F.  
 1906. Browne, H. W., lieutenant (junior grade), U. S. N. R. F.  
 1910. Falkenberg, S. D., lieutenant (junior grade), U. S. N. R. F.  
 1915. Jorgensen, W., lieutenant (junior grade), U. S. N. R. F.  
 1913. Bever, D., lieutenant (junior grade), U. S. N. R. F.  
 1915. Scheibe, F. A., lieutenant (junior grade), U. S. N. R. F.  
 1916. Erickson, A., lieutenant (junior grade), U. S. N. R. F.  
 1916. Finan, E. B., lieutenant (junior grade), U. S. N. R. F.

1912. Marsh, J. E., lieutenant (junior grade), U. S. N. R. F.  
 1912. Nelson, E., lieutenant (junior grade), U. S. N. R. F.  
 1915. Green, Stanton S., lieutenant (junior grade), U. S. N. R. F.  
 1915. Bond, C. H., lieutenant (junior grade), U. S. N. R. F.  
 1908. Glosten, E. K., lieutenant (junior grade), U. S. N. R. F.  
 1916. Brocas, J. W., lieutenant (junior grade), U. S. N. R. F.  
 1915. Ackerman, G. H., lieutenant (junior grade), U. S. N. R. F.  
 1914. Stohr, Geo., lieutenant (junior grade), U. S. N. R. F.  
 1914. White, E. P., lieutenant (junior grade), U. S. N. R. F.  
 1910. Jones, H. S., ensign, U. S. N.  
 1898. Justison, H. A., ensign, U. S. N. R. F.  
 1907. Johnston, Robert, ensign, U. S. N. R. F.  
 1907. Johnson, E. A., ensign, U. S. N. R. F.  
 1909. Barnett, E., ensign, U. S. N. R. F.  
 1910. Drake, Newman V., ensign, U. S. N. R. F.  
 1910. Musk, H. S., ensign, U. S. N. R. F.  
 1912. Aubeck, C. (nongraduate), ensign, U. S. N. R. F.  
 1912. Nelson, Edward, ensign, U. S. N. R. F.  
 1912. Riker, N. D., ensign, U. S. N. R. F.  
 1912. Gronbeck, W. G., ensign, U. S. N. R. F.  
 1913. Schafer, E., ensign, U. S. N. R. F.  
 1913. Hauck, William, ensign, U. S. N. R. F.  
 1913. Barry, T. F., ensign, U. S. N. R. F.  
 1914. Holley, L. B., ensign, U. S. N. R. F.  
 1914. Mann, R. B., ensign, U. S. N. R. F.  
 1914. Suesmuth, A. O., ensign, U. S. N. R. F.  
 1915. Anderson, J. S., ensign, U. S. N. R. F.  
 1915. Coler, K. A., ensign, U. S. N. R. F.  
 1915. Corliss, William M., ensign, U. S. N. R. F.  
 1915. Tigner, Edward, ensign, U. S. N. R. F.  
 1915. Kenney, ensign, U. S. N. R. F.  
 1916. Davison, B. C., ensign, U. S. N. R. F.  
 1916. McGrath, J., ensign, U. S. N. R. F.  
 1916. Finan, E. B., ensign, U. S. N. R. F.  
 1916. Stamp, H. C., ensign, U. S. N. R. F.  
 1904. Alderman, W. A., ensign, U. S. N. R. F.  
 1903. Mitchell, D., ensign, U. S. N. R. F.  
 1903. Odell, C. L., ensign, U. S. N. R. F.  
 1917. Stock, W. H., ensign, U. S. N. R. F.  
 1916. Hauffman, P. H., ensign, U. S. N. R. F.  
 1917. Peters, O. P., ensign, U. S. N. R. F.  
 1917. Ritter, H. C., ensign, U. S. N. R. F.  
 1917. Breen, T. J., ensign, U. S. N. R. F.  
 1906. Maxen, J. C., ensign, U. S. N. R. F.  
 1910. Hunziker, J. B., ensign, U. S. N. R. F.  
 1914. Burger, J. H., ensign, U. S. N. R. F.  
 1907. Block, L. R. (nongraduate), ensign, U. S. N. R. F.  
 1895. Kuhnle, William, second officer, United States Shipping Board.  
 1917. Cudahy, Howard J. (lost on *Florence H.*), second officer, United States Shipping Board.  
 1899. Berard, E., boatswain, U. S. N.  
 1905. Pursell, H. E., boatswain, U. S. N. R. F.  
 1876. Clark, C. H., boatswain, U. S. N. R. F.  
 1910. Dodd, L. E., boatswain, U. S. N. R. F.  
 1916. Wernert, A. L., machinist, U. S. N.  
 1917. Fairbrother, A., machinist, U. S. N.  
 1912. Marsh, J. E., machinist, U. S. N.  
 1915. Riebert, F. J., chief machinist mate, U. S. N.  
 1915. Hayes, R. D., chief machinist mate, U. S. N.  
 1898. Ballard, H. C., chief quartermaster, U. S. N. R. F.  
 1908. Williamson, Robert, chief quartermaster, U. S. N. R. F.  
 1911. Stellges, R. E., chief quartermaster, U. S. N. R. F.  
 1910. Mathis, A. B., chief quartermaster, U. S. N. R. F.  
 1911. Novak, A., quartermaster, first class.  
 1910. Marley, A., quartermaster, second class.  
 1908. Wilson, C. V., quartermaster, second class.  
 1916. Bicknell, E. K., chief boatswain mate, U. S. N.

1909. Canzler, J., chief boatswain mate, U. S. N.  
 1909. Super, R., chief boatswain mate, U. S. N.  
 1913. Harsch, W. H., boatswain's mate, U. S. N. R. F.  
 1904. Chave, W. C., quartermaster, U. S. N.  
 1916. Frazer, S. McD., quartermaster, U. S. N.  
 1911. Dixon, A. W., coxswain, U. S. N.  
 1909. Kirkland, L., Coast Artillery, U. S. A.  
 1915. Smith, O. D., Coast Artillery, U. S. A.  
 1908. Wilson, C. V., U. S. N.  
 1908. Wilkis, R., U. S. N.  
 1909. Soper, R., U. S. N.  
 1910. Vanderchute, J. J., U. S. N.  
 1911. Stover, G., U. S. N.  
 1912. Griffiths, J. G., U. S. N.  
 1905. Hotson, J. R., sergeant, U. S. A.

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[No. 141.]

(H. R. 8332.)

TO PROVIDE FOR THE ESTABLISHMENT AND MAINTENANCE OF MARINE SCHOOLS  
 FOR OTHER PURPOSES.

NAVY DEPARTMENT,  
 Washington,

MY DEAR MR. GILLETT: Under the act approved March 4, 1911, providing for Government aid to marine schools to be established at certain ports, in extent of the loan of naval vessels and equipment, the detail of naval instructors, and the appropriation of not to exceed \$25,000 a year to defray the expenditure of like amount.

The ports named were Boston, Philadelphia, New York, Seattle, San Francisco, Baltimore, Detroit, Saginaw, Mich., Norfolk, and Corpus Christi. On several times been made to have other ports added by special legislation, in appropriation bills, but none of these suggestions has been adopted. The only ports receiving aid at present are at Boston, New York, Philadelphia, and San Francisco.

While this Government aid is being given there is in the law no provision for Government examination and supervision. This department has made recommendations for amendments to the law in this regard, but they have not been changed.

Under the department rulings, based upon the decisions of the Supreme Court and the Treasury, the Government is responsible for ordinary repairs of a school, or rather for all repairs not made necessary by the negligence of its agents. Some protest has been made against this ruling, but it will stand until the Congress enacts that the entire responsibility for the schools be assumed by the United States.

The increasing interest shown in the establishment of these schools has given me the belief that the law relating to Government aid should be revised, and I am taking the liberty of submitting a draft of a bill for the attention of the Congress.

Sincerely, yours,

THEODORE ROOSEVELT,  
 Acting Secretary of the Navy.

Hon. FREDERICK H. GILLETT,  
 Speaker of the House of Representatives.

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[H. R. 8332. Sixty-seventh Congress, first session.]

A BILL To provide for the establishment and maintenance of marine schools, and

*Be it enacted by the Senate and House of Representatives of the United States in Congress assembled,* That the Secretary of the Navy, to promote the establishment of marine schools, is hereby authorized and empowered to furnish, upon the application of the governor of any State bordering upon the Atlantic or Pacific Ocean, the Gulf of Mexico, the Mississippi River, or the Great Lakes, a suitable vessel for the purpose, with all her apparel, charts, books, and instruments of navigation, provided she be spared without detriment to the naval service, to be used for one nautical school, or school or college having a nautical branch, established in such State, upon the condition that such school or branch

the satisfaction of the Secretary of the Navy, for the instruction of youths in navigation, steam and other marine engineering, and all matters pertaining to the proper construction, equipment, and operation of vessels, or any particular branch thereof: *Provided*, That every school or branch to which vessels and other articles are loaned under the terms of this act shall be liable to the United States for any damage to the vessels and articles so loaned, to the extent that such damage may be due to the negligence of its own agents, including the instructors and pupils in such school or branch.

c. 2. That a sum not exceeding the amount annually appropriated by any State for the purpose of maintaining such a marine school or schools or the nautical branch thereof is hereby authorized to be appropriated for the purpose of aiding in the maintenance and support of such school or schools: *Provided, however*, That appropriations for any one school for any one year shall not exceed \$25,000. The management of such school shall, before the 1st day of August of each year, make a report to the Secretary of the Navy covering the general operations of the school for the fiscal year ending on the preceding 30th day of June, together with a statement of the State, Federal, or other appropriations made for aiding its maintenance and support, and a summary of its expenditures and of the course of study and practical work prescribed. The Secretary shall include in his annual estimates an item for each established school the amount to which it shall be entitled under this section for the current fiscal year.

c. 3. That the President of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the Navy as superintendents of or instructors in such schools: *Provided*, if any such school shall be discontinued, or its management or course of study be unsatisfactory to the Secretary of the Navy, or the good of the naval service require, such vessel and other loaned articles shall be immediately returned to the Secretary of the Navy upon demand therefor and the officers so detailed recalled: *Provided further*, That no person shall be sentenced to or received at such schools as a punishment or commutation of punishment for crime.

c. 4. That all laws and parts of laws in conflict herewith are hereby repealed.

[Legislative document (1921) No. 42, State of New York.]

# ANNUAL REPORT OF THE NEW YORK STATE NAUTICAL SCHOOL FOR THE YEAR 1920.

FEBRUARY 11, 1921.

## *to the Legislature:*

I have the honor of transmitting herewith the report of the board of governors of the New York State Nautical School for the year ending December 31, 1920.

Respectfully,

MARCUS H. TRACY,  
*Chairman.*

## REPORT.

The board of governors has the honor to submit the following report on the activities of the New York State Nautical School for the year ending December 31, 1920. Attention is called to the reports of the superintendent, the executive officer, navigator, and chief engineer.

On June 26, 1920, the term of Capt. A. H. Smith as a member of the Board of Governors expired, and on nomination of the Marine Society Capt. Arthur B. Connor was appointed for a full term.

For the first time since 1914 the schoolship *Newport* made a European cruise and displayed the flag of the State of New York in the harbors of Portsmouth, England; Liverpool, Lisbon, and Funchal.

At every place visited the cadets were well received and elicited favorable comment, and were granted opportunity to visit shipyards, harbor works, and other points of interest. Opportunity was neglected to demonstrate the importance of the work being carried on at the school under the authority of the State of New York.

Admission exercises were held on May 15th on the floor of the maritime exchange building a class of 14 in the deck department and 3 in the engineering department graduated and, after the return of the school ship *Newport* from the summer cruise, a class of 11 in the deck department and 4 in the engineering department were graduated on November 4, these exercises also being held on the floor of the maritime exchange. A copy of the programs used on these occasions will be found in the appendix.

Although there is a general depression in the shipping business graduates have secured positions and are in active service doing their part in making an efficient American merchant marine.

The board of governors desire to express its thanks and appreciation to the maritime organizations for their aid and encouragement; to the operators, and superintendents for their assistance in securing positions; to the Hon Murray Hulbert, dock commissioner, for courtesies to the officials of the school who have successfully carried on the work during the past year.

The chairman wishes to express his thanks and appreciation for the attention rendered by the members of the board, without which a success would not have been possible.

Respectfully submitted.

BOARD OF GOVERNORS, NEW YORK STATE NAUTICAL SCHOOL  
MARCUS H. TRACY, *Chairman*.

#### STAFF OF OFFICERS.

*Superintendent and commanding officer*.—J. S. Baylis, lieutenant commander, United States Coast Guard, class of 1903.

*Deck officers*.—Executive officer: H. W. Stock, lieutenant (junior grade), United States Naval Reserve Force, class of 1917.

Navigator and senior instructor: W. Kuhnle, class of 1895.

Supply officer and junior instructor: Charles H. Clarke, ensign, United States Naval Reserve Forces, class of 1876.

Boatswain and practical instructor: W. Dreilick, ensign, United States Naval Reserve Force.

*Engineer officers*.—Chief engineer and senior instructor: A. M. Thompson, United States Naval Reserve Force, class of 1912.

Assistant engineer and junior instructor: W. Gilmour, class of 1912.

*Medical officer*.—L. B. Whitman, M. D., surgeon and instructor.

SIR: In accordance with the requirements of the regulations I submit the following report of the activities of the New York State Nautical School for the calendar year ended December 31, 1920.

Respectfully,

J. S. BAYLIS

*Lieutenant Commander United States Navy*

MARCUS H. TRACY, Esq.,

*Chairman Board of Governors.*

#### REPORT OF THE SUPERINTENDENT.

The New York State Nautical School, whose activities are conducted at New York, succeeded the New York Nautical School by an act approved April 12, 1913, entitled "An act to provide for the maintenance of a school for the education and training of pupils from the State in the science and practice of navigation, seamanship, and engineering."

The New York Nautical School, whose activities were conducted at St. Marys, was organized in 1875 under the board of education one year after the passage of an act of Congress to promote nautical education. The act authorized the Secretary of the Navy to furnish upon application of a State a suitable vessel of the Navy with all her apparel, chart, and equipment. It further provided that schoolships were not to be used for any other purpose and that no person should be sentenced to or received at such schools as a punishment or mode of punishment for crime.

Since the organization of this school there have been over 3,600 graduates from the State of New York enrolled and trained for a seafaring career, and over 1,300 have graduated with credit.

The graduates have figured prominently in the World War and the Spanish-American War.

During the World War many of the graduates held high positions of responsibility, both in the Navy and in the Army.

The following are some of the conspicuous duties performed:

A graduate of the 1906 class commanded the naval vessel that destroyed the German submarine attack.

A graduate of the 1900 class was in command of the mine-sweeping vessel that cleared all of the approaches to New York clear of mines, and later in command of the vessel clearing the North Sea.

graduate of the 1903 class was in charge of the ship routing office controlling the movements and routing of all ships out of New York clear of mines and enemy submarines.

any were in command of naval vessels in the war zone.

any were in command of merchant vessels in the war zone.

Besides those serving their country in the military service there were those who did ice equally important in our merchant vessels.

Not only do the graduates figure prominently during war, but in peace time they do a great deal to promote and carry on our commercial relations in all parts of the world. They are educated representative Americans who uphold the highest traditions of the merchant service. Besides those in command of our largest vessels, there are many fine superintendents of large lines, and many holding prominent positions in the shipping world.

The citizens of New York State have every reason to be proud of these graduates who have fought well, hold enviable war records, done as much to promote our merchant marine and have so ably represented the Empire State in all parts of the world for over twenty years.

The New York Nautical School is one educational institution that produces results, and if it were to be considered on a business basis, it has a great advertising value, as graduates advertise New York State and its products in all countries of the world. The activities of the school were carried out on board the *Newport* at West One Hundred and twenty-ninth Street pier, North River, during the winter.

The prescribed academic course in navigation, astronomy, seamanship, naval construction, navigation laws, ship's business, stowage of cargo, mathematics, steam engineering, and electricity was resumed January 5, 1920, upon the return of the cadets from Christmas leave.

In order that the engineer cadets should get the proper training in the handling of steam machinery and late inventions, arrangements were made with the following companies to have the cadets go through their plants and to attend lectures by the experts of the different companies.

Abcock & Wilcox Co., the Texas Co., Worthington Pump & Machinery Corporation, the Blake-Knowles Co., the General Electric Co., the Heine Boiler Co., the J. I. Wheeler Manufacturing Co., the Gracom-Russell Co., the Brunswick Refrigerator Co., the Wheeler Engineering & Condenser Co.

In addition to the theoretical work, the cadets were given practical instruction in line spike seamanship, sailmaking, boat drills, practice aloft, infantry drills, fire drills, and signal drills.

The school furnished the guard of honor, consisting of the whole cadet corps, for the honorable Secretary of Commerce at the first national marine show. We also had an attractive booth at the show displaying the works of the school.

Liberty was granted to all cadets of the good-conduct grade from Saturday noon, for inspection, until Monday morning all during the winter term.

The academic term came to a close April 30, 1920, when the vessel was prepared for getting underway, and on May 3 we proceeded to the lower bay in order to give the graduating class practical experience in handling the vessel.

About one week was spent steaming in and out of New York Harbor, both day and night, requiring each of the graduating class to take charge of the vessel. This final instruction was given in order that the cadets would gain confidence in standing by the engine and throttle watches and also to become familiar with Ambrose Channel, Main Channel, and Swash Channel. This, the first cruise of its kind, proved to be successful and of great benefit to the cadets.

On May 15, 1920, 14 deck and 3 engineer cadets were graduated with appropriate ceremonies at the Maritime Exchange, New York City. The principal speaker, Hon. R. Newton, collector of customs, port of New York, presented the diplomas. From May 8 to July 5 the time was spent in preparing the vessel, both at the navy yard and in the lower bay, for the annual foreign cruise. While at the navy yard generators were installed, tank tops renewed, new sails made, boats overhauled, many minor repairs made. While in the lower bay sails were bent, the vessel painted white, drills conducted, and the ship made ready for sea.

The first foreign cruise of the *Newport* since 1914 was commenced July 5, when the vessel steamed proudly out of port and to sea with a full corps of husky cadets. Shortly after leaving port all sails were set, the propeller disconnected, and the vessel proceeded under sail alone.

After leaving Nantucket the northern route over the Grand Banks was followed in case we would sight icebergs, but it closed in thick after leaving the light vessel and continued so for nearly two weeks.

Our first port, Portsmouth, England, was reached July 31, after 26 days of light breezes and smooth seas, with few exceptions.

At Portsmouth the British Admiralty extended every courtesy. taken through the big shipyard, visited H. M. S. *Victory*, Nelson's given an opportunity to visit London and other points of interest.

August 7 we steamed from Portsmouth for Antwerp, Belgium, and

Antwerp proved to be one of the most instructive and interesting. We arrived in time for the opening of the Olympic games and all tunities of attending many times. In addition to the games the the opportunity to visit Paris, Brussels, the French battlefields battlefields.

The officials at Antwerp made our visit most instructive, as the all about the harbor explaining their docking system, methods of transportation system, etc.

On August 28 we steamed out of harbor down the Scheldt River to where the propeller was disconnected and we proceeded under sail. With one exception, we had only light breezes and calms, consequ days making the run, arriving at Lisbon September 6.

Off Cape Finisterre we were favored with a fairly good blow wh make nearly 11 knots before it became prudent to reduce sail and the spanker.

Our stay in Lisbon, Portugal, was necessarily short, as we were a schedule, but the cadets had an opportunity to see the city and about Lisbon, such as Cascaes and Cintra.

The officials made our stay most pleasant and Col. T. Birch, Unit to Portugal, showed great interest in the school and extended cour and cadets.

We left Portugal September 13 and arrived at Funchal, Madei making an exceptionally speedy passage. Both steam and sail were as it was desirable to give the engineer cadets more experience at

In Madeira boat drills were conducted and abandon ship drill wh hands leaving the vessel, and the vessel prepared for the run home.

The cadets were given the opportunity to visit this beautiful is toboggan ride.

The homeward bound pennant was broken out September 20, home via the trade winds commenced. As soon as clear of the ha was disconnected and we got away to a good breeze. Dame h shortly abandoned us, because shortly after heading west on the twer the wind died out and we drifted for about 15 days. As we were ou covered only about half our distance, it was decided to proceed un to arrive at New York somewhere near schedule. It was necessary to stop at Bermuda for one day, where we took on 50 tons of coal on

We arrived in New York October 24, thus completing one of the m economical cruises made by the school.

We were favored with fair weather nearly the whole cruise, wh carry on regular classes nearly every day at sea.

During the cruise Spanish was taught. This is believed to be addition to the curriculum, as it will be of great value to our officer American, Mediterranean, and Mexican ports.

Shortly after our arrival we proceeded to the dock at West Nine where we made fast for the winter; hatches were housed in and ev for the carrying on the academic work of the school in the naval ba shore.

On November 4 the second graduating class of the year, consisti engineer cadets, were graduated with appropriate ceremonies at t change. After the ceremonies all cadets were granted leave of t beginning of the academic term, November 29.

During November 40 applicants were examined, 20 of whom were academic term started on the 29th with 96 cadets on the roster.

Respectfully,

J. S. BAYLIS, Sup  
Lieutenant Commander, United Sta

#### REPORT OF DECK DEPARTMENT.

I have the honor to submit herewith my report relative to the de the year ending December 31, 1920.

The cadet corps returned from Christmas leave on January 5, 192 winter routine of study, drill, and practical work was resumed.



Besides the regular academic routine, cadets of all classes were detailed to practical work sections at suitable periods which would not interfere with the studies, and in this manner the necessary ship's work was accomplished.

During these periods all the ship's fresh water tanks were cleaned and cemented, bulkheads and red leaded, holds and storerooms cleaned and painted, bulkheads, wash rooms scraped, red leaded, and painted, besides the usual work of keeping the vessel in a clean and sanitary condition.

The afternoon periods following studies and practical work were devoted to infantry drills, boat drills, practice aloft, and inspection of cadet lockers and quarters. The time was divided and arranged so as to give ample opportunities for studies, activities, and recreation.

Liberty was granted to cadets of the good conduct grade from Saturday noon to Monday morning of each week, thereby giving five full days of studies a week.

The academic term came to a close on April 30, 1920, at which time the vessel left on a practice cruise in adjacent waters, subsequently docking at the navy yard, where extensive repairs to the ship's standing rigging, spars, decks, rails, and sails were made by the Navy Department. Repairs to the vessel's hull were omitted, due to lack of funds.

The ship left the navy yard June 5, 1920, and anchored off St. George, Staten Island, where the vessel was painted in prewar colors of white and buff and preparations made for fitting the vessel for sea. During this time sail was bent and the cadets given rough sail drills and small-boat practice.

On July 3, the ship was coaled at the navy yard, and in addition to the maximum stowage capacity, the coal supply was augmented by a deck load of some fifty-odd tons of coal stowed on the spar deck.

The vessel proceeded to sea on July 5, 1920. During the passage the cadets were thoroughly drilled in emergency drills such as fire drill, abandon-ship drill, collision drill, and man-overboard drill, being proficient in all before the voyage was completed. Upon the consumption of the deck load of coal, the bulwarks, rails, hatch combings, hatches, ventilators, funnel, and boats were painted and the ship prepared for her return to European waters where her appearance caused considerable favorable comment.

During the stay in European waters a system of watch and watch liberty was inaugurated, the watch on board accomplishing the necessary ship's work of cleaning and sanitation. Besides the regular liberty, several special liberty parties of good-conduct cadets were organized and visited London, the Belgian battle fields, Olympic Games, Paris, Lisbon, and points of historical and educational interest in Portugal and Madeira.

On the voyage back to New York the intensive study schedule was resumed with particular stress on seamanship in all its branches. The ship's ironwork, waterways, bulkheads, and tank tops were scaled and painted where necessary and the vessel returned in first-class condition for her arrival in New York.

Upon the ship's arrival, October 24, 1920, liberty was granted alternately to each class and a commendable record established by both in having no absentees upon their return at the end of their liberty.

The ship moored at the West Ninety-seventh Street Pier on October 27, 1920, and preparations for the graduation of the first class and the commencement of the winter academic term were immediately instituted.

On the spar-deck hatch houses were erected and the classrooms in the barracks building prepared for the winter term which commenced upon the cadets' return from sea, November 29, 1920.

The year closes with 98 cadets enrolled. The following is a summary of the enrollment, attendance, and graduation of cadets for the past year:

Applications received, 92; passed and entered, 60; graduated, 32; withdrawn, 10; dismissed, 9.

The vessel is in need of repairs to spars, rigging, boats, and hull, and several alterations are recommended on the berth deck crew living spaces, whereby the comfort of the crew would be improved and tend to attract and keep the better class of men highly desirable for this service. The low wages and poor living accommodations now existing are prohibitive to the signing on of first-class men.

It is believed that the morale, seamanlike, and military efficiency of the cadets is gratifyingly high, and with the inauguration of school athletic teams a spirit of cooperation which will further this desirable condition is anticipated for the coming year.

Respectfully,

H. W. Stock, *Executive Officer.*

I have the honor to submit herewith a report relative to the department of engineering, including a synopsis of the studies and activities of the cadets for the 12 months ending December 31, 1920.

During the early part of the year the work of overhauling the machinery and auxiliary equipment was continued by the ship's force, assisted by the cadets, a due record of which is entered in the departmental logs. On April 19 a dock trial of four hours' duration was held along the hundred and twenty-ninth Street pier. The *Newport* spent from April 19 to May 8, 1920, cruising in the lower harbor and Ambrose Channel which gave an instruction to the class soon to be graduated. Proceeding to the navy yard on May 8, the vessel remained there until June 5, during which time the capacity of the ship's force were executed, including reboring the high pressure liner, refitting main shaft clutch, installing several new tank top sections of the secondary drainage system, reababitting high pressure pistons, manufacturing and fitting main engine piston rings, testing gauges and rewiring the fireroom and engine room compartments. A dock trial was held at the navy yard on June 2. The *Newport* returned to the navy yard in order to have the two old 5 kilowatt generators replaced by the two new machines, which machines have given good service since their installation. A kilowatt radio set was also installed in place of the old set.

While on the annual cruise the cadets were instructed in practical work on the engine, boiler, dynamo and auxiliaries. They also assisted the general upkeep of the department. Upon the return of the ship from the cruise a systematic inspection and overhauling of all machinery was commenced and is now in progress. During the year coal was taken on board six times, to wit:

Apr. 15 at New York City.....	
July 2 at navy yard, New York.....	
Aug. 26 at Antwerp, Belgium.....	
Oct. 20, at St. Georges, Bermuda.....	
Oct. 26, at St. George, S. I. ....	
Dec. 2 at West Ninety-seventh Street, New York City.....	
Total.....	

The total coal consumption for the year was 682, of which 188 tons were used for steaming purposes and 494 tons for distilling purposes, lighting, galley, etc.

The instruction of the cadets in the branches of marine engineering, both practical and theoretically, was arranged with a view to covering this work as completely as the time permitted and the opportunities offered.

The four-class system being in vogue the studies were so divided that the cadets were led step by step from the elementary subjects to the more advanced engineering work. Two classes were graduated, one class on May 8, 1920, and another class on November 4.

Realizing the great benefit derived by practical application of theoretical knowledge, arrangements were made with a number of large engineering manufacturing companies to have expert representatives from their companies lecture to the cadets on their lectures by sending the cadets through the machine shops, foundries and manufacturing plants.

Among the companies that sent men to talk to our cadets on their part of the department were:

The Babcock & Wilcox Co., the Texas Co., the Worthington Pump & Machinery Corporation, the General Electric Co., the Heine Boiler Co., the C. I. Manufacturing Co., the Griscom-Russell Co., the Brunswick Refrigerator Co., the Knowles Co., the Wheeler Engineering & Condenser Co.

The first and second classes of the engineer cadets spent a day at the Babcock & Wilcox Co. plant at Bayonne, N. J., studying the construction of water-tube boilers, fuel-oil burning and three days at the Worthington Pump & Machinery Co. plant at Harrison, N. J., where they received splendid instruction on pump and engine work. Another day was spent in the Tietjen & Lang plant at Hoboken, N. J.

Upon the graduation of the class in November the graduates were taken to New York City, N. Y., for three weeks through the courtesy of the General Electric Co. they received a course of training on marine turbines, gears, and electrical machinery.

numerous occasions during the year cadets were taken on board merchant and vessels both here and abroad including even trial trips.  
 of the cadets who graduated from the engineering department received their assistant engineer's license immediately upon leaving the vessel and passing United States steamboat inspectors' examination.

Respectfully,

ARTHUR M. TODE, *Chief Engineer.*

#### REPORT OF NAVIGATOR AND SENIOR INSTRUCTOR.

ve the honor to submit herewith my report as navigator and senior instructor. cadets returned from their Christmas vacation on January 5, 1920, and recitation studies were at once begun; the deck-cadet corps being divided into four . A schedule of instruction and study periods was so arranged as to cover 5 n each school day or 25 hours in a week, this including 1 hour each evening.

course of instruction for the senior class embraced: Navigation, astronomy, ship, naval construction, international law, ship's business, stowage of mathematics, hygiene.

the second class: Navigation, seamanship, naval construction, international ip's business, stowage of cargo, mathematics, hygiene.

he third class: Seamanship, naval construction, mathematics, stowage of cargo. the fourth class: Seamanship, mathematics, and steam engineering, and was ued until the end of the winter term.

dition to the above, military drills were carried out on the pier whenever the r permitted. These drills included squad and battalion formations and manual s.

drills under oars were also carried out as the weather grew warmer. This ended April 30 with examinations in all subjects.

May 3 the *Newport* left the pier at West One hundred and twenty-ninth Street proceeded out of New York harbor through Ambrose Channel to Ambrose Channel vessel, returning later to an anchorage off St. George, Staten Island. This trip bsequent trips during the remainder of the week were made for the special e of instructing the graduating class in the practical handling of a ship in ls; the application of radio-compass bearings and their comparison with aneous visual bearings over a compass; also in the procedure of getting a vessel way or maneuvering to an anchorage.

one of these trips the vessel was anchored in Sandy Hook Bay and the cadets ended to witness an exhibition drill in the use of the breeches-buoy apparatus, coast guardsmen of Sandy Hook station. These trips also afforded the senior an opportunity to familiarize themselves with the landmarks and lights of rbor of New York.

May 15 the graduating class received their diplomas and certificates with ap-te ceremonies at the Maritime Exchange, New York City.

summer or sea term began July 6, the day following the departure of the *New-om* New York on her foreign cruise. A schedule of instruction and studies ug 20 periods a week was formulated; this included navigation, astronomy, ship, sailmaking, signaling, Spanish.

e from the technical subjects, practical instruction was given throughout the in navigation, handling ship under sail or steam, and signaling.

ng the homeward voyage the senior classmen stood watches as officer of the nder the supervision of the duty officer. This course ended October 22, two efore the arrival of the *Newport* in New York.

November 4 the graduating class received their diplomas and certificates, emonies being held at the Maritime Exchange, New York City.

scheduled course of instruction for the year was considerably augmented by portunities afforded the cadets to visit the larger cities of Europe and to tour tlefields of the World War.

November 29 the cadets returned from their vacation and instruction and were resumed. As it was thought advisable to review the majority of the s, no prescribed schedule was prepared, each instructor devoting himself to objects he thought most necessary.

was continued until the cadets were granted liberty for the Christmas holidays. Respectfully,

WILLIAM KUHNLE,  
*Navigator and Senior Instructor.*

## APPENDIX.

## MOVEMENTS OF SCHOOLSHIP "NEWPORT," 1920.

*Practice cruise in Lower New York Bay.*

## Abstract log:

May 3. 12 m., under way, left pier at West One hundred and  
Street, New York City; 7.11 p. m. anchored off St. George, S.  
May 4. 10 a. m., under way; 6.19 p. m. anchored off St. Geo.  
tance.....  
May 5. 9.55 a. m., under way; 6.32 p. m. anchored off St. Geo.  
tance.....  
May 6. 9.40 a. m., under way; 6.56 p. m. anchored off St. Geo.  
tance.....  
May 7. 9.40 a. m., under way; 11.20 p. m. anchored off St. Geo.  
tance.....  
May 8. 11.12 a. m., under way; 2 p. m. moored navy yard, N.

Total distance.....

June 5. 2.40 p. m., left navy yard, New York; 3.38 p. m. anchor  
S. I.; distance.....  
June 7. 1.10 p. m., under way; 2.15 p. m. off quarantine; dista  
June 8. 8.30 a. m., under way; 8.54 a. m. anchored; distance..  
6 p. m., under way; 6.41 p. m. anchored, St. George, S. I.  
June 15. 10.18 a. m., under way; 4.45 p. m. anchored, Sand  
N. Y.; distance.....  
June 16. 10 a. m., under way; 11.52 a. m. anchored, Sandy Hoo  
distance.....  
3.10 p. m., under way; 6.52 p. m., anchored, St. George  
tance.....  
June 19. 12.25 p. m., under way, 1.20 p. m., moored, Navy Yar  
tance.....  
July 3. 1.30 p. m., left Navy Yard, N. Y., 2.45 p. m., anchor  
S. I., distance.....  
July 4. 9.47 a. m., under way, 12.38 p. m., anchored, Sandy H  
3.30 p. m., under way, 5 p. m., anchored, Sandy Hook, dis  
July 5. 11 a. m., under way; 12.43 p. m., stopped, quarantine

Total distance (May 3-July 5).....

## FOREIGN CRUISE, 1920.

July 5. 1.39 p. m., left quarantine station.  
July 31. 12.05 p. m., arrived (mooring buoy No. 8) Portsmouth Harb  
Aug. 7. 11.25 a. m., left (mooring buoy No. 8) Portsmouth Harbo  
Aug. 9. 9.52 a. m., arrived anchorage off Burght, Antwerp, Belgi  
Aug. 28. 11.10 a. m., left anchorage off Burght, Antwerp, Belgiu  
Sept. 6. 5.59 p. m., arrived (mooring buoy No. A-14) Lisbon, Port  
Sept. 10. 4.25 p. m., left (mooring buoy No. A-14) Lisbon, Portug  
Sept. 10. 7.18 p. m., arrived anchorage off Cascaes, Portugal.  
Sept. 13. 1 p. m., left anchorage off Cascaes, Portugal.  
Sept. 15. 7.45 p. m., arrived anchorage, Funchal, Madeira.  
Sept. 20. 12.33 p. m., left anchorage, Funchal, Madeira.  
Oct. 19. 5.37 p. m., arrived anchorage, St. Georges, Bermuda.  
Oct. 20. 4.20 p. m., left anchorage, St. Georges, Bermuda.  
Oct. 24. 2.50 p. m., arrived anchorage, St. George, S. I.  
Oct. 27. 4.10 p. m., left anchorage, St. George, S. I.  
Oct. 27. 5.53 p. m., arrived at Pier 97, North River, New York C

*Time.*

	Days.	Hours.	Minutes.
Time of passage under sail alone.....	53	0	17
Time of passage under sail and steam.....	8	5	46
Time of passage under steam alone.....	11	0	14
Total time under way.....	46	6	17
Time at anchor, awaiting tide, etc.....		13	18
Time spent in all ports.....	41	10	37
<b>Total time of cruise.....</b>	<b>12</b>	<b>6</b>	<b>12</b>

*Distance.*

	Miles.
Distance made under sail.....	4,537
Distance made under sail and steam.....	1,638
Distance made under steam.....	1,552
<b>Total sea distance.....</b>	<b>7,727</b>
Distance, river and harbor.....	130
<b>Total distance made on cruise.....</b>	<b>7,857</b>

*Speed.*

	Knots.
Average speed made under sail alone..... per hour..	3.56
Average speed made under sail and steam..... do....	8.51
Average speed made under steam alone..... do....	5.87
Average speed for cruise..... do....	5.98
<b>Total distance, practice cruise.....</b>	<b>295</b>
<b>Total distance, foreign cruise.....</b>	<b>7,857</b>
<b>Total distance made during year.....</b>	<b>8,152</b>

Weather: Generally fine throughout cruise.

Wind: Throughout cruise experienced mostly fair winds of a force varying from 0 to 5; on voyage from Madeira to Bermuda experienced unusually large percentage of light airs and calms.

Sea: Except for a short period on eastward voyage, during which a rough sea was running, the sea was moderate or smooth with occasional periods of long, heavy swells.

Fog: On the eastward voyage fog or heavy haze have prevailed for about one-third of the trip, principally on the western portion of the voyage over the Grand Banks of Newfoundland and in the English Channel. After this portion of the cruise no fog whatever was experienced.

Temperature: After passing eastward of the fog zone in which the thermometer remained fairly low, we had a comfortable temperature throughout with an average thermometer reading of 69° F.

Barometer: There being no bad weather or gales throughout the entire cruise, the barometer readings were normal.

Unusual port: The stop at St. Georges, Bermuda, was made solely to replenish the coal supply, which was running low, due to slow progress made under sail, necessitating use of engines.

## APPENDIX C.

## COURSE OF STUDY.

*First class.*—(1) Navigation; (2) Seamanship, (a) rules of the road, (b) handling ship, (c) naval architecture; (3) mathematics, (a) trigonometry; (4) navigation laws, (a) ship's business; (i) stowage of cargo, (b) special rules of Steamboat-Inspection Service, (c) international law; (5) Spanish.

*Second class.*—(1) Navigation; (2) seamanship, (a) rules of the road, (b) handling ship, (c) naval architecture; (3) mathematics, (a) trigonometry, (b) geometry; (4) navigation laws, (a) ship's business; (i) stowage of cargo, (b) special rules, Steamboat-Inspection Service, (c) international law; (5) Spanish (2 and 3).

*Third class.*—(1) Mathematics, (a) geometry, (b) algebra; (2) seamanship, (a) rule of road, (b) handling ship; (3) Spanish (2 and 3); (4) hygiene (first aid); (5) astronomy.

*Fourth class.*—(1) Mathematics, (a) algebra; (2) seamanship, (a) regulation etiquette, salutes, (b) elementary naval construction; (3) Spanish; (4) hygiene; (5) astronomy; (6) marine engineering.

# REGULATIONS FOR THE PENNSYLVANIA STATE NAUTICAL SCHOOL—SCHOOL SHIP "ANNAPOLIS."

[Board of Commissioners of Navigation, 348 Bourse Building, Philadelphia, Pa., 1920.]

## REGULATIONS FOR THE PENNSYLVANIA NAUTICAL SCHOOL SHIP.

1. The word "cadet," as used in these regulations, refers to cadets of the line and cadet engineers, unless otherwise stated or indicated by the context.

2. Each cadet will be provided with a copy of these regulations upon entrance to the school, and shall immediately familiarize himself with them.

## PART I. ORGANIZATION AND GENERAL REGULATIONS.

### I. GOVERNMENT.

#### THE SUPERINTENDENT.

3. The control and management of the Pennsylvania Nautical School are vested by law in the Board of Commissioners of Navigation for the River Delaware and its Navigable tributaries of the State of Pennsylvania, by whom the more immediate supervision is delegated to the superintendent of the school, who shall also be commander of the school ship.

4. In the absence of the superintendent, the line officer next below him in rank attached to the school ship shall perform his duties.

5. The superintendent shall have charge of all property of the school, including the school ship, with all her apparel, furniture, and equipment.

6. He shall be president of the board of instruction of the school and preside at its meetings.

7. He shall refer to the board any misdemeanor committed by a cadet, which these regulations require shall be made the subject of an investigation by the board, and shall report the facts to the commissioners. He shall consult the board on any matter relating to the course of instruction or of the general system of training and discipline of the cadets.

8. He shall, in all matters relating to the school, the school ship, and its personnel, be governed, as far as practicable, by the United States Naval Regulations and existing customs of the United States Merchant Service.

9. The commissioners will appoint such officers and instructors to the nautical school as in their judgment may be necessary.

10. Each officer attached to the school ship shall be an instructor of cadets and will be assigned such subjects for instruction and such drills as the superintendent, with the approval of the commissioners, may determine.

11. The superintendent shall, subject to the approval of the commissioners, determine the uniform of cadets.

12. At the end of each school term he shall send a report of the marks and standing in each subject and number of demerits to the commissioners and to the parent or guardian of each cadet.

13. No person connected with the school shall make to any person not connected therewith any statement relating to the qualifications, standing, or character of any cadet unless so authorized or directed by the superintendent.

14. It shall be the duty of each officer and instructor who has any knowledge of disregard or violation of a regulation by a cadet, or of any neglect or improper conduct of which a cadet has been guilty, to report the facts without delay in the manner provided in these regulations.

#### THE EXECUTIVE OFFICER.

15. The line officer next in rank to the superintendent shall be the executive officer and navigator of the school ship.

16. His duties shall be similar to those of the executive officer and navigator of any naval vessel, and he is charged with the enforcement of the regulations, discipline,

ment of the school; he shall perform such duties as the superintendent for the preservation of discipline and for the proper care and security of

All orders from the executive officer shall be considered as emanating from the superintendent. The executive officer shall, at all times, endeavor to carry out the orders and the policies of the superintendent, with the object of creating harmony between the instructors and cadets and obtaining efficiency throughout the

He shall make daily inspection of the vessel, keeping all compartments and in good condition, and report to the superintendent when repairs are necessary, their nature and extent. During the practice cruise he shall perform the duties of the executive officer afloat, and shall have general charge of the cadets in all practical and theoretical work relating to seamanship, under the supervision of the superintendent.

He shall see that each cadet has, at all times, a complete outfit of uniforms, etc., as required by these Regulations, and require each cadet to keep his outfit clean and in good repair.

He shall inspect and pass upon all uniforms and outfits brought on board by the cadets, refusing them by proper authority, refusing to accept such as do not fully comply with the Regulations, and shall see that each cadet keeps each article of his outfit properly marked.

He shall assign to each cadet a berth in the sleeping quarters and a seat at the table of which shall be changed without his permission.

He shall keep a correct record of the conduct of each cadet, submitting a daily report to the superintendent and causing it to be entered in the cadet's record.

He shall, at least once a day, carefully inspect the cadets while at formation. He shall require the cadets to be shaved and have hair cut as frequently as proper regulations shall require.

He shall inspect the cadets' quarters at least once daily and at such other times as may seem proper, and shall report such cadets as are responsible for any disorder. Belongings are not properly and neatly stowed.

He shall have charge of the fire organization on board the schoolship and shall see that the apparatus for extinguishing fire is in good condition and ready for instant use.

He shall order overcoats, rain clothes, etc., to be worn by cadets as the weather may require, and shall prescribe the proper uniform for drills, practical

He shall require cadets, when not engaged in drills or practical work, to be in the uniform of the day, as prescribed by the superintendent. He shall constantly exercise supervision over the movements and habits of the cadets, being quick to report infractions of the Regulations on their part, and instructing them in their duties as cadets and as officers. A military bearing and gentlemanly conduct and deportment must be insisted

In the absence of the executive officer, the line officer next lower in rank shall perform the duties.

#### THE SENIOR ENGINEER OFFICER.

The senior engineer officer attached shall have charge of all machinery, including mechanical and electrical equipment and appliances, all of which he shall keep in good condition, and shall report to the superintendent when repairs are needed, their nature and extent.

He shall instruct the cadets in steam engineering, electricity, and such other subjects as may be assigned him by the superintendent, and shall have general charge of the practical and theoretical work relating thereto.

#### THE JUNIOR OFFICERS.

The officer below the executive officer may be detailed as assistant navigator. His duties shall be similar to those of a navigating officer on a naval vessel. He shall instruct the cadets in navigation, nautical astronomy, and such other subjects as assigned him by the superintendent. He shall have general charge of the cadets in all practical and theoretical work in navigation, having in view the efficiency of the school is maintained- that of making suitable officers for the Merchant Marine.

The junior officer shall be detailed as commissary officer and shall have general charge over the ship's messes. He will have as his assistant a chief commissary. He shall keep himself advised as to the character of the foods served, that they are properly cooked, and of the proper quality and quantity, and as to the efficiency of the ship's galley, cooking utensils and tableware. He shall each month

carefully examine all the accounts of the messes and submit monthly purchases, expenditures and stores remaining on hand, to the superintendent.

32. A junior officer of the schoolship, to be detailed by the superintendent, shall be the recorder of the board of instruction: he shall keep an accurate record of the proceedings at each meeting of the board and shall be responsible for the preservation of all records pertaining to the board.

#### THE MEDICAL OFFICER.

33. The medical officer of the school ship is directly responsible for the maintenance of the health of the crew and is responsible for the care of the sick or injured, the suggestions of measures for the maintenance of proper hygienic conditions on board ship, and the care of the medical stores belonging to his department. One of the cadets or junior officers shall be detailed as his assistant to perform duties similar to a Hospital Steward in the Navy. These duties, however, shall not interfere with the instruction of the cadets. The medical officer shall report daily in writing to the superintendent the names of all persons examined by him for entrance to the school, the results of such examination; also the names of all officers, cadets, and crew of the school ship who receive medical treatment, stating the ailment and grade of the ailment in each case, and to what extent, if any, the person was excused from duty. Reports shall be entered in a book kept for that purpose.

34. He shall attend at sick call daily, at such hour as may be prescribed, and immediately thereafter submit to the executive officer a "sick and wounded" report, showing persons unfit for duty.

35. He shall have immediate charge of all the sick and shall establish a dispensary and sick bay, subject to the approval of the superintendent.

36. He shall report to the executive officer all cases of malingering.

37. He shall conduct a careful physical examination of each cadet at the beginning of each sea and study term, submitting a report of such examination to the superintendent.

38. He shall keep a record of the weight, height, and measurements of the cadets that will serve to show their physical development.

39. If, in the opinion of the medical officer, a cadet be disqualified for duty by reason of any physical or mental defect, he shall report the facts to the superintendent, who shall lay the matter before the board of instruction. The board shall recommend retention or discharge from the school.

40. The medical officer has the same authority over cadets as the executive officer of the school ship, and cadets shall show him the same respect and deference.

#### OFFICER OF THE DECK.

41. The officer of the deck will be in charge of the ship and school during the absence of the superintendent. His duties in port begin at 9 a. m. the following day. At sea he will stand his duty with the other officers in regular watch rotation. When the officer of the deck has to attend to other duties, the executive officer, or, if the latter officer be absent, the senior line officer shall act temporarily in his place.

42. His duties will be analogous to those outlined for the officer of the deck in the United States Naval Regulations.

43. He shall attend all cadet formations, except such as are attended by the executive officer, and shall receive all routine reports from the cadet officer.

44. He shall, as occasion requires, inspect the cadet quarters and shall be responsible for the neatness of, and strict performance of duty by, all cadets on board the school ship.

45. He shall be responsible for carrying on the cadet routine in a proper military manner.

46. He shall investigate all reports made by the cadet officer of misconduct of other cadets before permitting them to be entered on the conduct report.

47. He shall be responsible for the proper enforcement of all punishment and extra duty imposed upon cadets by order of the superintendent.

#### II. THE BOARD OF INSTRUCTION.

48. The board of instruction shall consist of all the officers and instructors assigned to the school.

49. A majority of the members of the board present for duty shall constitute a quorum.



In case of a tie vote the superintendent, who shall be president of the board, have one additional vote. Should the president differ from the majority, he, in forwarding the proceedings to the commissioners, disapprove the same, stating reasons therefor.

Meetings of the board shall be held at the call of the president, or whenever so ordered by three members.

The deliberations of the board shall be confidential, and no decision shall be made by any member before the same shall be made known by proper authority.

The President shall call for votes of members in the inverse order of precedence, for voting first, and all questions shall be decided by a majority vote in each

dissenting members of the board may present their views in a separate report, after being read to the board, shall be entered on the record of proceedings.

The board shall recommend to the commissioners any change it deems advisable made in these regulations.

All recommendations referring to the course of instruction shall be made to the commissioners by the board. Each report of a deficiency of a cadet in fitness, in school, or in studies, shall be accompanied by the board's recommendation.

The superintendent will refer to the board for its consideration and recommendations any misdemeanor committed by a cadet, the prescribed punishment for may involve his resignation or dismissal.

The board shall meet within five days after termination of each sea and study term to determine the general fitness of cadets for the merchant service.

When a cadet has demonstrated that he is physically unfit, ill adapted, un- or undesirable for a career in the merchant marine, or for further retention in school, the facts shall be presented by the officers at these meetings. All such shall be carefully considered by the board in order that no injustice may be done to the cadet, whose defect may be remedied or deficiency made good by special instruction on the part of the cadet.

In each case where a cadet may be found physically disqualified, a written report from the medical officer shall accompany the report of the board to the commissioners.

No member of the board shall, unless duly authorized by the superintendent, furnish any cadet any certificate or written statement respecting his official record or standing.

It shall be the duty of the board to prescribe, subject to the approval of the commissioners, the subjects, text-books to be used, and arrangement of course of instruction to determine the relative weights of marks in the different branches of instruction.

Including recitations and examinations; to pass upon all questions to be asked in examinations; to grant diplomas and recommend for examination for licenses.

At the end of each sea term and study term the board shall submit to the commissioners a report giving the marks in each subject, the number of demerits received, the final average in the case of each cadet; the report at end of second term shall give the yearly average and class standing of each cadet, and of the graduating class.

The record of proceedings of each meeting of the board at which any material action was taken shall be forwarded to the commissioners for such action as they may deem proper.

### III. CLASSIFICATION.

Cadets shall be designated as "first classmen," "cadet engineers" and "second classmen."

The "first classmen" shall be composed of cadets who have served one year in school and passed satisfactorily, and who have expressed a desire to become deck officers.

The "cadet engineers" shall be composed of cadets who have served one year in school and passed satisfactorily, and who have expressed their desire to become marine engineers.

The "second classmen" shall be composed of all newly admitted cadets or recruits.

The order of precedence of cadets in formations, assignment to quarters, and mess tables shall be: First classmen, cadet engineers, second classmen, in that order of class standing, determined by marks and averages.

### IV. THE ANNUAL CALENDAR.

The school year shall begin June 1 and end May 31, and, unless otherwise determined by the commissioners, shall consist of one sea term and two study terms.

The three terms, subject to such changes as the commissioners may deem necessary or advisable, shall be as follows:

Sea term—June 1 to October 14.

First term—October 15 to January 31.

Second term—February 1 to May 31.

71. The sea term shall include the practice cruise, of such duration as the commissioners may direct.

72. The superintendent may grant leave of absence or furlough to cadets meriting it, from the end of practice cruise until the beginning of the next study term, should the cruise terminate before that date.

73. Studies and exercises shall be suspended January 1, February 22, May 30, July 4, the first Monday in September, Thanksgiving Day, December 25, and such other days as may be designated by the President of the United States or the governor of Pennsylvania as holidays.

74. The superintendent may grant cadets meriting it leave of absence, to begin on December 24 and ending on January 2.

75. All cadets shall keep superintendent informed of their addresses.

76. When in port during sea term or when in the home port of the school ship—Philadelphia—the cadets will be granted such liberty as deemed proper by the superintendent. Cadets on the first conduct grade will be extended more privileges in port than cadets whose deportment and conduct do not warrant their being on first conduct grade.

77. Whenever a cadet goes on liberty, he shall be checked out in the cadets' liberty book, and upon his return checked in.

#### V. CASH DEPOSIT AND EXPENSES.

78. Upon reporting to the school ship, each cadet shall deposit with the superintendent the sum of \$90 to defray the expense of uniforms, textbooks, and other requirements. Before commencing the second year of the course of instruction, the sum of \$30 shall be deposited with the superintendent by each cadet for the purpose of purchasing uniforms, textbooks, and other requirements of the final year of the course.

79. Cadets will be permitted to receive moderate sums of spending money from their parents or guardians for necessary expenses throughout the course. Cadets may deposit money for safekeeping with the superintendent and may draw upon such deposits during the school term or practice cruise.

80. Cadets will keep an account book, in which all receipts of money from parents or guardians and all expenditures made by them shall be recorded. This book shall remain in possession of the owner, but be open at any time to the inspection of the superintendent. These account books shall also show the expenditures made against the \$90 and \$30 paid to the superintendent at entrance and beginning of second-year term. The cost of the articles furnished from the foregoing deposits may be obtained by each cadet from the superintendent through the executive officer.

81.

#### VI. COURSE OF INSTRUCTION.

##### FIRST CLASS.

##### First term:

Seamanship.  
Navigation and nautical astronomy.  
Electricity.  
Navigation laws, United States (including ship's papers).  
Stowage of cargo.  
Signals.  
Drills, ship.

##### Second term:

Seamanship.  
Navigation and nautical astronomy.  
Compass compensation and adjustment.  
Naval architecture (elements of).  
Preparatory work for mates' examinations.  
Drills, ship.

##### SECOND CLASS.

##### First term:

Seamanship.  
Navigation.  
English (grammar, spelling, and composition).  
Geography of the world (sea ports, trade, routes, etc.).  
Signals.  
Hygiene and first aid.  
Drills, ship.

##### Second term:

Seamanship.  
Navigation.  
Mathematics.  
History, United States.  
Steam engineering, elementary (marine boilers, engines, auxiliaries).  
Signals.  
Drills, ship.

## CADET ENGINEERS.

## First term:

Steam engineering.  
Machine shop practice.  
Drawing, elementary.  
Mathematics (engineer's computations, etc.).  
Operation and care of gasoline engines.  
Drills, ship.

## Second term:

Steam engineering.  
Naval architecture.  
Drawing, advanced (blue-print reading, etc.).  
Operation of internal-combustion engines (Diesel).  
Preparatory work for engineers' examinations.  
Drills, ship.

82. The textbooks to be used will be specified by the board of instruction and approved by the commissioners.

83. Besides theoretical instruction in the subjects listed above, practical work and instruction to the fullest extent possible will be given to cadets, in port or at sea.

84. Whenever possible the services of lecturers will be obtained with a view of instructing cadets in general on nautical subjects, ships, engineering, etc.

85. In addition to the above instruction, practical instruction shall be given, as follows:

## EFFICIENCY IN THE PERFORMANCE OF DUTY.

Every effort shall be made throughout the course by the superintendent and all other officers and instructors to develop in the cadets the qualities of zeal, energy, judgment, thoroughness, and promptness of action essential to the proper performance of their future duties as officers of the United States Merchant Marine. All drills and practical exercises shall be so conducted and the performance of all duties so supervised as to instill in the cadets the habits of obedience and to train them to the best advantage in the discharge of responsibilities and exercise of command.

Practical instruction in the duties of an officer will be imparted by detailing cadets as officer of the day and during the practice cruise as officer of the deck or engineer officer of the watch.

Practice in handling men will be given by placing cadets in charge of boats, working parties, and by detailing them to conduct drills.

## DRILLS AND EXERCISES.

Setting-up exercises, fencing, gymnasium, and athletic exercises, boat drill under oars and sails, handling and running power boat, fire drill, abandon ship drill, resuscitation of apparently drowned, and sail drill with school ship, will be given as superintendent may direct.

## SEA TERM.

## First class:

Seamanship.  
Navigation.  
Professional fitness.

## Cadet engineers:

Steam engineering.  
Practical work.  
Professional fitness.

## Second class:

Seamanship.  
Navigation.  
Signals.  
Adaptability.

86. During the sea term the superintendent and all other officers of the schoolship shall mark weekly each cadet and cadet engineer under their supervision on "adaptability" and "professional fitness," as provided above.

87. During the entire course of instruction each cadet and cadet engineer will keep a notebook, in which he will enter everything that will be of use to him in the future as a deck or engineer officer. Instructors will superintend the preparation of these notebooks and assist the cadets to record useful data only.

## RECITATIONS AND EXAMINATIONS.

88. The daily recitations (Saturday and Sunday excepted) shall take place according to schedule prepared by the board of instruction.

89. The semiannual examination shall be held in the latter part of the first term, and the annual examination in the latter part of the second term, on such dates as the board of instruction may determine.

90. Pledges shall not be required by an instructor from any cadet in regard to his conduct while in or absent from the examination. All cadets are expected to be

honorable in examinations and enter into competition with their keen spirit.

91. Examination questions shall be prepared by instructors and board of instruction for approval prior to holding examination.

92. Instructors will advise cadets how to prepare their examination set of papers will be signed by cadet submitting same as follows:

Respectfully submitted,

..... Cadet,  
(or Cadet Engineer.)

93. A cadet who has been unable to take examination by reason of illness or other cause shall, as soon as practicable, be given the work on his return.

94. All cadets shall be examined physically by the medical officer at the beginning of each study term and sea term.

#### METHOD OF DETERMINING AVERAGES.

95. The mark of a cadet for a month in any subject shall be the average of recitation averages for the month in that subject. The final mark for any subject shall be determined by adding the mean of the monthly marks received for the term examination and dividing sum by 2, thus:

$$T = \frac{t + e}{2}$$

The final average for the school year and final average for the term shall be obtained as follows:

Let S = mark for sea term.  
Let T = mark for first term.  
Let T' = mark for second term.  
Let Y' = average for year.  
Let Y = mark for year.  
Let F = final mark for entire course.

Then,

For first class:

$$Y' = \frac{S + T + T'}{3}$$

For second class:

$$Y' = \frac{S + T + T'}{3}$$

For cadet engineers:

$$Y' = \frac{S + T + T'}{3}$$

For each class, Y shall equal Y' minus deduction for demerits.

From each yearly average deduction of 1 per cent is made for each demerit which a cadet shall have received during that year.

#### MARKS.

96. The scale of marks shall run from 100 to 0; 100 being perfect, 0 failure; intermediate marks shall, so far as practicable, represent absolute percentages.

97. A mark of 70 per cent shall represent the minimum of proficiency. Failing to attain this mark in any subject shall be considered as failure in that subject.

98. Any cadet who absents himself without proper authority from examination, or exercise, shall receive 0 as his mark.

99. Any cadet who copies from another or who receives any unauthorized aid—written, printed or oral—at an examination or recitation, shall receive 0 as his mark, and he will be reported to the superintendent by the instructor for punishment.

100. If a cadet be unsatisfactory in a final term mark, he shall be reported to the commissioners as deficient, and with the opinion of the board as to his fitness and desirability for the marine service.

101. The monthly, term and yearly averages in the various subjects shall be posted on the bulletin board and the term and yearly averages sent to the cadet's parents or guardian.

102. The standing of a cadet in his class shall be dependent upon his yearly average, with deduction for demerits.

#### GRADUATION.

103. A cadet of the line or a cadet engineer who satisfactorily completes the entire course of instruction as set forth in these regulations shall be awarded a diploma by the board of instruction and shall thereupon become a graduate of the Pennsylvania Nautical School.

104. Graduates who contemplate following the sea will be assisted in obtaining positions, as far as practicable, by the superintendent and the commissioners of navigation.

105. All graduates are eligible to membership in the Pennsylvania Nautical School Alumni Association. Information concerning this association may be obtained from the superintendent.

#### VII. THE PRACTICE CRUISE.

106. Such part of the sea term shall be spent on a cruise on the school ship *Annapolis* as the board of commissioners may direct.

107. The schoolship shall be commanded by the superintendent, assisted by regularly appointed officers and instructors.

108. Cadets will be given practical instruction in all matters relating to seamanship, navigation, steam engineering, and signalling. They will be required to perform all duties of seamen and firemen and will be instructed in every phase of duty pertaining to deck and engineer officers on a vessel under way.

109. Cadets and cadet engineers will stand such watches on the cruise as the commanding officer may direct.

110. Cadets will be regularly stationed so as to take part in all ship's drills and exercises.

#### PART II. INTERIOR DISCIPLINE AND GOVERNMENT.

111. The following part of these regulations relating to interior discipline and government shall be under the control of the superintendent, who is authorized to revise and make such changes as he may from time to time find necessary and advisable, reporting all changes of importance to the Commissioners of Navigation.

#### THE CADET CORPS ORGANIZATION.

112. The Cadet Corps is divided into two deck divisions and one engineer division. Members of the second class are detailed in rotation for short periods of duty in the fireroom and engine room, and while so serving are considered a part of the engineer division. Similarly, when the vessel is under sail alone, cadet engineers will be detailed to deck divisions for duty, and while so serving are governed by the same routine as the others.

113. The two deck divisions each have two sections of two crews each. A cadet officer in charge of each division and section and a cadet petty officer in charge of each crew. The engineer division will be divided into three sections, each section in charge of a cadet engineer officer. The engineer division sections will be divided into crews, as may be necessary, each crew in charge of a cadet engineer petty officer.

114. The cadet officers will be selected by the board of instruction from the first class and cadet engineers, and are as follows:

	Stripes.
Cadet master.....	4
Cadet first officer.....	3
Cadet second officer.....	2
Cadet third officer.....	1
Cadet chief engineer.....	3
Cadet first assistant engineer.....	2
Cadet second assistant engineer.....	1

115. All cadets of the first class and cadet engineers will stand officer of the day (in port), officer of the deck (at sea), or engineer as the case may be, whether they be cadet officers or not. The officer will give all cadets prior to graduating experience in handling men in port or at sea the cadets performing the aforesaid duties are actually and run the watch in all its details, carrying out the routine, and orders, under the supervision of the schoolship's deck and engine.

#### VIII. THE CADET OFFICER OF THE DAY, ETC.

116. A cadet's tour duty as officer of the day in port will be from 7.45 a. m. of the following day. He will not be excused from duty because of this duty. At sea the tour of duty will be in regular rotation prescribed by the commanding officer.

117. No change in the rotation of this duty will be made without the approval of the executive officer.

118. He shall conduct all formations during his tour of duty.

119. He shall enforce these regulations and report all violations of duty by cadets. Cadets on duty as officer of day or deck or engine room watch must report infractions of discipline. A failure to do so shall be a matter of merits or punishment.

120. He is expected to realize fully the responsibility placed upon him and to show strict attention to duty show himself worthy of the trust imposed upon him and to maintain the standard of discipline.

121. He shall have charge and general direction of the cadet quarters in port by the ship's commissary steward.

122. In port or at sea he shall see that the cadet quarters are kept neat at the time specified. He shall wind and set all the ship's clocks and may be directed by the navigator.

123. He shall have charge of cadets' liberty book.

124. He shall report names of all cadets who are sick and unable to report to the medical officer.

125. Upon receiving mail from the ship's officer on watch he is to make delivery to cadets.

126. He is responsible for the conduct of cadets at mess or in their quarters and to enforce discipline and gentlemanly conduct.

127. He shall promptly report injury or damage to Government property of the school, with names of persons responsible.

128. He shall conduct his intercourse with all persons in a military manner.

129. He shall see that cadets make no unusual noise in their quarters or pipe down.

130. In port he shall ascertain if all cadets are present and turn out and report result of his inspection to the ship's officer on duty; at sea all lights are out, except standing lights. He may then turn in, but during the night, should his services be needed.

131. During study hours he will see that quiet and order are maintained and shall not leave quarters during study periods without permission of the commanding officer.

132. During the practice cruise he shall see that all cadets are promptly when "all hands" are called, reporting when all are up.

133. During the temporary absence of the officer of the day on duty his duties shall be performed by senior cadet present.

#### IX. CADET QUARTERS.

134. The cadet quarters shall be cleaned up and ready for inspection from 8 a. m. to 4 p. m., except on Saturday and Sunday. Saturday shall be devoted to general cleaning, followed by the inspection of the quarters by the superintendent.

135. Cadets are forbidden to throw refuse or waste paper out of quarters. A receptacle will be provided for this purpose.

136. They shall not talk loudly during study hours or play any games during study or working hours.

137. They shall not sit up after "taps," except by special permission of the commanding officer.

138. Cadets will rise and stand at attention when an officer or instructor enters the quarters.

139. Lights will be turned out at "taps" in cadet quarters. Standing lights will be provided as necessary.

140. Cadets are not allowed to leave their hammocks or quarters after "taps," except to attend a call of nature.

#### X. THE CADET MESS.

141. All cadets will be assigned to seats at the mess table by the executive officer. No changes will be made without permission.

142. The commissary steward of the schoolship will supervise the preparation and serving of cadets meals.

143. All cadets in cadet crews, except first classmen and cadet engineers, will rotate weekly in acting as messmen.

144. The cadet mess will be under the supervision of one of the ship's officers, who will be appointed by and responsible for the mess to the superintendent.

145. All purchases and commissary stores on board and the proper administration of all the messes in the schoolship will be in charge of the commissary officer. All requisitions for stores and bills must be approved by this officer and accounts settled monthly through the superintendent. The superintendent will submit all bills, properly approved, to the commissioners for settlement, as they may direct.

146. Cadets will march to their respective mess tables after meal formations, take their places, and take their seats when so directed by the cadet officer of the day.

147. Cadets will conduct themselves in a gentlemanly manner at the mess tables and not indulge in loud talking or make unnecessary noise.

148. Complaints in regard to food, whether of quality or quantity, must be made to ship's commissary officer.

149. Wasting of food will not be permitted. By preventing waste the messes will fare better, and the commissary will be in position to serve good meals at all times.

150. Carrying of food from mess tables is not permitted.

151. No person not attached to the school will be permitted to take meals with the cadets without special permission from the superintendent.

#### XI. CADET'S DAILY ROUTINE IN PORT AND AT SEA.

##### DAILY, EXCEPT SATURDAY AND SUNDAY.

- 5.30 a. m. Call all hands—lash hammocks.
- 6.00 a. m. Up all hammocks.
- 6.05 a. m. Wash up. Coffee or cocoa.
- 6.30 a. m. Turn to. Wash down, clean up ship. Perform morning routine duties.
- 7.10 a. m. Spread mess gear; knock off morning work; light smoking lamp.
- 7.20 a. m. Breakfast.
- 7.55 a. m. Stand by colors. Out smoking lamp.
- 8.00 a. m. Morning colors.
- 8.05 a. m. Formation. Turn to or march to recitations.
- 9.15 a. m. Study period.
- 10.00 a. m. Recitations.
- 11.00 a. m. Recitations.
- 11.50 a. m. Spread mess gear.
- 12.00 noon Dinner. Light smoking lamp.
- 1.00 p. m. Formation. March to recitations. Out smoking lamp.
- 2.00 p. m. Recitations.
- 3.00 p. m. Recitations or drill.
- 4.00 p. m. Knock off drills or recitations. Sweep down decks.
- 4.15 p. m. Recreation. Athletics.
- 5.20 p. m. Spread mess gear. Light smoking lamp.
- 5.30 p. m. Supper.
- 6.00 p. m. Turn to. Out smoking lamp. Sunset. Evening colors.
- 7.30 p. m. Stand by hammocks.
- 7.40 p. m. Study or recreation.
- 9.05 p. m. Taps. Lights out.

##### SATURDAY.

152. No recitations or drills will be held on Saturday. A general field day will begin at turn to in morning and superintendent will inspect the entire vessel at 11 a. m. After inspection cadets may prepare to go on liberty as authorized.

## SUNDAY.

153. No recitations or drills will be held on Sunday, but the decks will be down and ship cleaned up before 8 a. m. by the watch on board. When practical church services of nonsectarian character may be held on board the school ship.

154. A special routine will be carried out at sea.

## XII. THE CADET IN CLASSES.

155. When a cadet section enters a classroom, its members shall take places as to them in rear of their seats. The senior cadet present reports to the instructor as follows: "Sir, all are present," or reports absentees by name. Cadets remain until instructor gives the command, "seats."

156. In case the instructor is not present when a section enters a classroom section shall be seated by the senior cadet, bringing the section to "attention" when the instructor enters. Should an instructor not arrive within five minutes the senior cadet will report the fact to the executive officer by messenger and instructions.

157. Whenever the superintendent enters a classroom the order "attention" be given by the instructor or cadet who first observes him entering.

158. Cadets while reciting shall stand at the blackboard or at their seats at attention."

159. Cadets will be careful of the public property in the classrooms and shall not deface desks, tables, chairs, nor scribble on blackboards. The senior cadet is responsible for carrying out these regulations, reporting all offenders.

160. No articles except textbooks and papers pertaining to studies shall be in classrooms. No newspapers or periodicals shall be permitted in classrooms.

## XIII. UNIFORMS.

161. The following-named articles of uniform clothing and outfits must be strictly to the regulations in every respect, in the quantities named, upon admission to the school, and said outfit maintained during the entire course.

162. These articles will be furnished by the superintendent of school, at the expense, out of the money deposited by them upon admission, as follows:

1 cap, cloth, blue, with two white covers (for dress).	3 trousers, white.
1 blouse, blue (for dress).	3 hats, white.
1 trousers, blue (for dress)	1 overcoat.
1 trousers, blue, undress (U. S. N.)	1 pair leggings.
1 neckerchief.	1 pair gloves, woolen.
1 watch cap.	1 stencil.
3 jumpers, white.	1 bottle indelible ink.

163. Cadets, upon entering, are required to furnish themselves with the following articles, which may be brought from home:

1 double blanket (single bed width).	Thread, needles, wax, tape and soap for toilet; oilskins and soap.
2 pairs black leather shoes.	3 pairs cuffs (white).
3 shirts (white).	4 pairs drawers (2 heavy, 2 light).
6 standing collars (white).	4 undershirts (2 heavy, 2 light).
2 pajamas.	4 pairs socks (black).
1 black tie (four-in-hand).	6 pocket handkerchiefs.
1 pair suspenders.	1 pair bathing trunks.
1 soap box.	1 hand mirror.
4 towels (white).	1 toothbrush and powder.
1 whisk broom (small).	1 hairbrush and comb (black).
1 shaving outfit.	1 box blacking and brush.
1 pair rubber boots.	1 dark blue sweater.
1 jack knife, 1 dungarees, 1 scrub brush (stiff).	

164. Cadet officers will purchase within 10 days after appointment sleeves and other devices, as may be prescribed by superintendent.



165. Cadet petty officers will wear appropriate badges, as prescribed by superintendent.

166. All articles of clothing must be inspected by executive officer, and passed upon, before accepted by a cadet. All articles of clothing and outfits, shall be marked by owner's name (by stencil or indelible ink), as prescribed in Blue Jackets' Manual, or by superintendent.

167. No civilian or nonregulation clothing will be kept on board schoolship by any cadet.

168. No cadet shall sell or dispose of any of his outfit, except by authority of executive officer.

169. The good condition and neat appearance of all cadet uniforms and outfits shall be maintained at all times.

170. Uniform of the day will be prescribed by the superintendent to suit weather and climatic conditions.

#### XIV. FORMATIONS.

171. Formations will be held at such times and places as superintendent may direct.

172. No cadet will be excused from a formation except by an officer.

173. Formations shall be by classes, and will be conducted in a military manner.

174. Cadets will proceed to place of formation promptly and without delay.

#### XV. SICK AND EXCUSED LIST.

175. A list of cadets unfitted for duty by illness will be prepared by medical officer and submitted to superintendent daily through the executive officer.

176. All the sick who are able to attend sick shall call report to medical officer at sick call and report daily until discharged by that officer.

177. Cadets will not visit patients in sick bay except by permission of medical officer.

178. Patients in sick bay will conform to all regulations prescribed by medical officer.

179. All cadets will have their teeth attended to by a competent dentist at least once a year. Cadets will consult medical officer before doing this.

#### XVI. OFFICIAL INTERCOURSE.

180. All official communications from cadets addressed to any of the executive departments of the Government or the State of Pennsylvania, or officials thereof, shall be forwarded through the superintendent.

181. A cadet wishing to interview the superintendent may do so at any suitable time, after having made arrangements through the executive officer.

182. Written communications from cadets to the superintendent shall be forwarded through the executive officer.

183. A cadet having cause for complaint may make it known, verbally or in writing, to the superintendent, through the executive officer.

184. No cadet shall address an officer or a cadet, who has reported him for a delinquency, on that subject, without permission from the executive officer. No cadet shall address an instructor on the subject of marks without permission from the executive officer.

185. All orders coming through a cadet on duty or through a warrant or petty officer are official and shall be obeyed promptly.

186. In official intercourse between cadets and cadet officers, ship officers, the title "Mr." shall be used. The superintendent and commanding officer shall be addressed as "Captain." The ship's surgeon shall be addressed as "Doctor."

187. In official intercourse with the crew of the schoolship, cadets will address them as "Quartermaster," "Coxswain," as the case may be, or by their surnames. The use of slang terms or nicknames in official intercourse will not be permitted.

#### XVII. SALUTES AND MILITARY ETIQUETTE.

188. The rules for military etiquette on board ship are founded on custom and tradition, and their strict observance forms an important factor in the maintenance of discipline. It must be thoroughly understood that these evidences of respect and courtesy are to be observed equally by all officers and others on the schoolship, the junior one to take initiative.

189. It should be the first duty and pride of a cadet to learn and conform to honorable customs and traditions of men who follow the sea.

190. A cadet when meeting, passing, or addressing an officer, shall salute. The officer saluted shall return the salute.

191. Personal salutes should always be extended to military or naval officers of the United States, or foreign military or naval officers when recognized.

192. Failure to extend the proper salute, or carelessness in doing so, is an act of disrespect.

193. If uncovered, the salute shall consist of standing at attention, until the officer has passed. The hand salute, under these conditions, is not made.

194. Cadets shall always salute the colors when passing over the ship's side, going on board or leaving any naval vessel. They shall rise and stand at attention when the national air is played.

195. At morning or evening colors, all persons on deck shall stand at attention, facing the colors, and salute when the flag reaches the peak or is lowered to the mast.

196. On all occasions cadets shall observe toward their seniors a spirit of deference and courtesy. This same spirit should be observed by seniors in all their intercourse with juniors, with a view of creating harmony throughout the ship. A manly, officer-like and respecting demeanor while extending respect and courtesy is invariably noticed and commended. Such actions are characteristic of good manners and proper training.

197. When in ranks the cadet in charge alone salutes.

198. In addressing an officer or cadet on duty to make a report or request, a cadet shall always preface the remark by "Sir." Thus, "Sir, I report for duty," or "request permission to go below." The word "Sir" shall always be used in conversation with Yes and No, when conversing with officers or cadets on duty.

199. When a cadet is called by an officer or cadet officer, he will answer "Sir, Here, Sir."

200. When a cadet receives a verbal order he shall answer "Aye, aye, Sir."

201. Salutes and honors in boats will be as prescribed in United States Navy Regulations Book.

#### XVIII. DISCIPLINE.

202. Every cadet shall familiarize himself with these regulations and observe them in letter and spirit.

203. Offenses committed by cadets shall be classified and assigned demerits as follows:

204. CLASS I: To be made subject of an investigation by the board of instruction with report to the commissioners of navigation, the board may recommend that a cadet be dismissed, resignation called for, or less severely punished.

Absence, unauthorized from the ship (second offense).

Assault.

Breach of arrest, confinement, or restriction.

Combining or concerting with others, in defiance of authority.

Conduct, mutinous.

Conduct, scandalous.

Conduct, to prejudice of good order and discipline.

Conduct, unbecoming a cadet and a gentleman.

Falsehood.

Fraud (including cheating, gouging, false muster).

Gambling.

Hazing, or assisting others in hazing.

Insubordination.

Intoxicating liquor; use, having in possession, or bringing on board.

Intoxication.

Malingering.

Orders, refusal to obey, or deliberate disobedience of.

Refusing to give evidence at any inquiry or investigation conducted by proper authority.

Theft.

205. In entering any of the above offenses for the conduct report, the number of demerits shall be left blank until the punishment is awarded.

206. The superintendent may, in his discretion, confine offenders in the ship's brig for any of the above offenses in lieu of action by the board of instruction, should it become necessary and advisable, for periods not to exceed 10 days on diminished rations.

2. Class II (50 demerits):

- Absence, unauthorized from ship (first offense).
- Absence from quarters between taps and reveille (second offense).
- Asleep on duty.
- Assisting another cadet at recitation or examination.
- Attempting to deceive an officer or instructor.
- Civilian clothing, unauthorized wearing of.
- Fomenting a quarrel.
- Having in possession or discharging firearms.
- Tobacco, unauthorized use or possession of (third offense in one year).
- Using insulting or threatening language toward another cadet.
- Visiting a drinking saloon or other improper place.

3. Class III (25 demerits):

- Absence from quarters between taps and reveille (first offense).
- Addressing another person who has reported a delinquency on the subject without permission.
- Contracting debts without permission.
- Deliberate fighting.
- Giving an evasive answer to anyone in authority.
- Going in swimming without permission.

4. Class IV (15 demerits):

- Card playing during study hours.
- Deliberately attempting to shirk drill or work.
- Shirking any duty.
- Tobacco, unauthorized use or possession of (second offense in one year).

5. Class V (10 demerits):

- Absence from morning roll call.
- Absence unauthorized, during study hours.
- Addressing an instructor on marks without permission.
- Creating a disturbance after taps.
- Entering any forbidden part of ship.
- Entering or leaving vessel by other than gangway without permission.
- Failure to familiarize himself with regulations governing his conduct under particular circumstances.
- Having another cadet perform an unauthorized duty.
- Introducing any person in mess hall without permission.
- Late in relieving the watch at sea.
- Mail, careless handling of.
- Medicine or drug, having possession or using without knowledge of medical officer.
- Permitting disorder in any body or section under his command.
- Safety matches, using or having in possession other than.
- Sitting up or burning candles or lights without permission.
- Statement, submitting improper.
- Tobacco, unauthorized use or possession of (first offense in one year).

6. Class VI (5 demerits):

- Absence from formation.
- Answering back when spoken to in ranks unless so directed.
- Boat, use of without permission.
- Disorderly conduct.
- Duty, unprepared for.
- Failure to make a routine report.
- Food, having in quarters, without permission.
- Food, introducing in mess room other than that furnished by mess, or taking from mess room.
- Food, waste of.
- Hair, not cut or improperly cut.
- Improper conduct at table during meals.
- Late for duty, drill, or class.
- Lounging at station on watch.
- Not throwing trash in cans provided.
- Not properly shaved.
- Not proceeding immediately to classes or mess.
- Slow in obeying orders.
- Slow in returning to duty from sick call.
- Talking or laughing in ranks.
- Unauthorized articles in lockers or bags.

- Untidy in dress or person.  
Using improper language in official intercourse.
212. Class VII (3 demerits):  
Boat, in charge of, careless handling of.  
Carelessness in conducting a formation.  
Compartment in disorder, when in charge of.  
Clothes, washed, not on line in time.  
Failure to bring proper equipment to drill or books to recitation.  
Hammock not properly stowed or lashed.  
Hammock, turned in, after being called.  
Improperly dressed.  
Inattention at recitation, examination, or drill.  
Late answering sick call.  
Late at formation (except morning roll call).  
Lounging or unmilitary attitude in presence of an officer.  
Negligence in minor matters.  
No knife at seamanship drill.  
Not turning out promptly when called.  
Not wearing uniform.  
Out of uniform.  
Shoes not shined at inspection or upon going on liberty.  
Study hours, not observing properly.  
Taking seat at mess or in classroom before ordered to do so.  
Wearing any article of soiled or dirty clothing.  
Wearing dirty dungarees or clothing to mess.
213. Class VIII (2 demerits):  
Article of uniform or outfit not marked.  
Cap, not worn properly.  
Leaving lights burning in holds, or storerooms, and leaving soiled articles.  
Not submitting requisition for deficiencies in uniforms.  
Not saluting properly.  
Not standing at attention properly.  
Unmilitary conduct.  
Wearing clothing not fully buttoned, or buttons missing, wearing caps, or making unnecessary noise.
214. Class IX (1 demerit):  
Locker or bag not stowed properly.  
Negligence in preparing official letters or examination.  
Raising hand in ranks at formation or drill.  
Turning head in ranks at formation or drill.  
Unsteady in ranks.
215. Class X (demerits to be assigned within the limits stated; the limiting number of demerits for each class for the school year is determined on the gravity of the case as indicated by attending circumstances):
- |   |       |
|---|-------|
| Absence, unauthorized, from duty.                     | ..... |
| Authority, unwarranted assumption of.                 | ..... |
| Conduct, improper, at mess table.                     | ..... |
| Conduct, ungentelemanly.                              | ..... |
| Conduct, unmilitary.                                  | ..... |
| Disrespect to any person in authority.                | ..... |
| Duty, important, neglect or improper performance of.  | ..... |
| Duty, ordinary, neglect of.                           | ..... |
| Inattention to regulations.                           | ..... |
| Late returning from leave or liberty.                 | ..... |
| Orders, disobedience of, minor breaches.              | ..... |
| Orders, disobedience of, serious breaches.            | ..... |
| Profanity or obscenity.                               | ..... |
| Public property, injury of or losing.                 | ..... |
| Public property, deliberate injury of.                | ..... |
| Salute, failing to render.                            | ..... |
| Slander.  | ..... |
| Repetition of offenses will incur increased demerits. | ..... |

The limiting number of demerits for each class for the school year is determined on the gravity of the case as indicated by attending circumstances:

First class.	.....
Cadet engineers.	.....
Second class.	.....

216. When a cadet shall have received the limiting number of demerits he shall be declared deficient in conduct by the board of instruction.

217. Demerits shall be assigned solely as a record of misconduct and shall be independent of any punishment (within the limits of law) awarded by the superintendent, such as confinement, extra duty or drill, deprivation of leave or liberty.

218. All immoralities, disorders, negligence, or misbehavior to the prejudice of good order and discipline, though not herein expressed, are forbidden.

219. Cadets will not give commissions to the mail orderly or coxswains of boats without permission of the officer of the deck.

220. Cadets shall wear their hair neatly cut and trimmed and be at all times cleanly shaven.

221. Cadets are forbidden to go swimming off the vessel, unless authorized, and a boat manned for their safety.

222. Cadets may use tobacco in moderation at authorized times.

223. No cadet shall drink or use intoxicating liquor at any time or place, except when prescribed by medical officer, nor bring or cause to be brought any liquor on board the school ship.

224. No cadet shall visit a drinking saloon or improper place.

225. Gambling of all kinds is prohibited.

226. No cadet will contract a debt without permission of the superintendent.

227. No cadet will use medicines or drugs without knowledge and consent of medical officer.

228. Cadets shall not sell or dispose of their textbooks.

229. Cadets shall promptly and zealously execute all orders received from proper authority, and no duty shall be performed in a perfunctory manner.

230. No cadet shall absent himself from any duty or study or exchange duties without permission of executive officer. No cadet shall leave his station, duty, or watch without being relieved.

231. A cadet on duty is required to report all violations of these regulations.

#### XIX. REPORTS AND STATEMENTS.

232. All reports of delinquencies against cadets must be entered on Conduct Report by Cadet Officer of Day. This conduct report will be read at 8.05 a. m. formation, week days only.

233. Cadets reported may submit a written or oral statement to the executive officer in extenuation or explanation of his conduct.

234. All conduct reports with statements attached will be submitted by the executive officer to superintendent, for his approval or disapproval; demerits awarded, as approved, will then be entered on the cadet's record of conduct.

#### XX. CONDUCT GRADES AND PRIVILEGES.

235. On the first day of each calendar month cadets will be divided into three conduct grades, according to conduct record for the preceding month.

For the several grades the following number of demerits must not be exceeded:

First grade.....	15
Second grade.....	30
Third grade.....	More than 30

236. The first conduct grade will be given liberty whenever possible and as ordered by the superintendent. The other conduct grades will be granted liberty in proportion to their respective conduct grades.

237. During the sea term liberty will be granted as the commanding officer may direct.

238. Special liberty may be granted upon request in the discretion of the superintendent.

#### XXI. GENERAL REGULATIONS.

239. When a cadet is granted a leave of absence, he will, before leaving the vessel, leave his address with the executive officer.

240. When a cadet is on authorized leave and is prevented by illness from returning at the appointed time, he must notify the superintendent in writing and send a medical certificate from his doctor.

241. Upon admission to school ship, each cadet must register with the executive officer the names and address of his parents or guardian, and advise of any change of address.

242. Relatives and friends of cadets will be allowed to visit them only on Saturday afternoon, Sundays, and holidays. Cadets may have visitors only when authorized by the superintendent.

243. Cadets may obtain permission during the cruise to use boats only on orders from executive officer.

244. Such officer, before granting permission to use boats, will see that there are cadets or men in the boat sufficient to handle it. All boats must be within signal distance.

245. Cadets will use the port gangway when rigged, unless accompanied by an officer.



**L TO AUTHORIZE THE SECRETARY OF THE NAVY TO  
POSE OF, BY SALE OR OTHERWISE, CERTAIN LANDS OR  
TIONS THEREOF, WITH THE IMPROVEMENTS THEREON,  
T ARE DEEMED BY HIM TO BE NO LONGER REQUIRED  
NAVAL PURPOSES.**

(H. R. 8083.)

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Wednesday, November 2, 1921.**

committee this day met, Hon. Thomas S. Butler (chairman)  
ng.

**EMENTS OF REAR ADMIRAL J. L. LATIMER, JUDGE  
OCATE GENERAL, AND CAPT. R. E. BAKENHUS, ASSIST-  
CHIEF BUREAU OF YARDS AND DOCKS.**

**CHAIRMAN.** Gentlemen, we have before us this morning the  
R. 8083, which I introduced at the request of the Secretary  
Navy, "To authorize the Secretary of the Navy to dispose of,  
e or otherwise, certain lands or portions thereof, with the  
vements thereon, that are deemed by him to be no longer  
ed for naval purposes."

Secretary of the Navy is always very glad to respond to our  
t to come here, but we all know that it is impossible for him to  
at this time, being busily engaged, with other Cabinet officers,  
necessary work.

tain, you come from the Bureau of Yards and Docks?

**B. BAKENHUS.** Yes, sir; as acting chief.

**CHAIRMAN.** The first site which the Secretary speaks of is in  
inity of Blythe Island, Ga. What can you tell us about that?  
describe it and tell us what we have there.

**B. BAKENHUS.** Blythe Island is a piece of property that was  
t a good many years ago and has been in the hands of the  
ian for the Navy Department for a number of years.

**DRANE.** Where is that?

**B. BAKENHUS.** In Georgia, near the town of Brunswick, very  
o Brunswick, Ga.

**CHAIRMAN.** What was the date of the purchase?

**B. BAKENHUS.** The date of the purchase was October 26, 1857.

**CHAIRMAN.** How many acres are there in the tract?

**B. BAKENHUS.** About 1,100 acres. The amount paid was  
00.

**CHAIRMAN.** According to the letter of the Secretary of the  
the object was to establish a naval depot there, and \$200,000

was appropriated for the construction of buildings. No use has been made of this property?

Capt. BAKENHUS. So far as I know, no use has ever been made of it, Mr. Chairman.

Mr. KLINE. In all that period of time?

Capt. BAKENHUS. So far as I know, no use has been made. The Civil War came on shortly after the property was acquired.

Mr. McCLINTIC. Have you any idea what amount could be obtained for this land?

Capt. BAKENHUS. No; I can not tell you how much could be obtained. It has a certain value as timberland.

Mr. McCLINTIC. Is it a piece of land which would bring a good deal more than the original purchase price?

Capt. BAKENHUS. I am not so sure. The original purchase price to me looks rather large.

The CHAIRMAN. It is always large when the Government buys and always small when the Government sells. Of course, it is not up to you.

Mr. McPHERSON. Is it a whole island?

Capt. BAKENHUS. No; only a part of the island.

Mr. SWING. What is on the rest of the island?

Capt. BAKENHUS. I think it is timberland, and there may be a farm there.

Mr. SWING. Has there been any local inspiration suggesting the sale of the island?

Capt. BAKENHUS. Not that I know of.

Mr. McPHERSON. What is the size of the city of Brunswick?

The CHAIRMAN. It is quite a large city.

Capt. BAKENHUS. I do not know the population.

NOTE.—Population is 14,413.

The CHAIRMAN. Is there anyone you know of who can give something definite upon this property, its physical condition, probable value, etc.?

Capt. BAKENHUS. Several years ago we had an examination of this island, under contract with Mr. Albert W. Smith. Their report on Blythe Island on page 7 of the Annual Report of the Bureau of Yards and Docks, dated October 15, 1901, made in pursuance of the act of March 3, 1901.

Mr. STEPHENS. Is it an island?

Capt. BAKENHUS. Yes, sir.

Mr. STEPHENS. In what stream; it is not along the coast?

Capt. BAKENHUS. I brought a chart with me that will show that.

Mr. DARROW. Do you know how much it costs to keep it up and maintain it?

Capt. BAKENHUS. It does not cost anything; the custodian lives without salary. I understand that he lives on the adjoining property. I think he has a farm of something like 20 acres on Blythe Island, where he works and that is supposed to be compensation for him.

The CHAIRMAN. Please turn to your map and answer Mr. Stephens' question as to how many acres there are on the whole island.

Capt. BAKENHUS. I can not tell you how many acres there are on the whole island. Our own property is 1,100 acres, but we do not own the whole island.



The CHAIRMAN. What waters surround this island?

Capt. BAKENHUS. It is in the Brunswick River.

The CHAIRMAN. How far from the town of Brunswick?

Capt. BAKENHUS. It is about 4 or 5 miles.

The CHAIRMAN. And how far from the ocean?

Capt. BAKENHUS. About 10 or 12 miles by the channel.

The CHAIRMAN. What is the width of the river at this point?

Capt. BAKENHUS. There is a 23-foot channel that appears to be a channel of something less than 200 feet, I should say.

The CHAIRMAN. What is the depth of the channel?

Capt. BAKENHUS. Twenty-three feet. It does not go clear to the island itself, but very close to the island.

The CHAIRMAN. Is there any water close to this island?

Capt. BAKENHUS. Yes, sir; some shallow water.

The CHAIRMAN. What is the depth of the water?

Capt. BAKENHUS. About 5 to 7 feet. I think they anticipated an appropriation for dredging subsequently.

The CHAIRMAN. How far is the Government's property from this channel which is some 23 feet in depth?

Capt. BAKENHUS. Not more than two or three hundred feet; very close.

The CHAIRMAN. That channel is the one which the Government improved?

Capt. BAKENHUS. I think it must be.

The CHAIRMAN. And is kept open for the city of Brunswick?

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. To accommodate the trade of the city of Brunswick?

Capt. BAKENHUS. Yes, sir; to keep the traffic open up the Brunswick River.

The CHAIRMAN. You are not able to tell us the number of acres in the whole island?

Capt. BAKENHUS. No, sir; our own acreage is 1,100.

The CHAIRMAN. You have nothing to show the improvements on the balance of the island?

Capt. BAKENHUS. There are no improvements shown on the chart on the island whatever.

The CHAIRMAN. What is the character of the soil?

Capt. BAKENHUS. There is timber on the island.

The CHAIRMAN. Is it overflowed with the tides?

Capt. BAKENHUS. Our reservation is not, except small parts along the river front. The island is solid ground, very good.

The CHAIRMAN. It might be used for agricultural purposes?

Capt. BAKENHUS. After the timber has been cleared; yes, sir.

Mr. MCCLINTIC. Is there any chance down there for any of the people to use this property for a hunting lodge?

Capt. BAKENHUS. The thing to do, we believe, is to sell the standing timber that is worth anything, according to this report. This report was made by Mr. Albert W. Smith, under contract with the Navy Department.

The CHAIRMAN. Who is Mr. Smith?

Capt. BAKENHUS. He is the secretary, or was at that time, of the Board of Trade of Brunswick, Ga.

The CHAIRMAN. What does Mr. Smith report to you?  
 Capt. BAKENHUS. I have a report containing some-  
 do you wish me to read it?

Mr. MCCLINTIC. Give it to us in substance.

Capt. BAKENHUS. He says, in the first place, the stumpage, which is the value of the standing timber, from \$3 to \$3.50 per thousand feet, and for the black pine per thousand feet, dependent, of course, on the logs available, and the cost of lumbering operations. There is a considerable quantity of small oak and pine that is of value. The oak is not of very much use at the present time, but oak used in the construction of wooden ships during the Civil War and before that. He tells us that on Blythe Island are something like 2,310,000 feet, board measure, of pine.

The CHAIRMAN. That is on the whole island?

Capt. BAKENHUS. No; that is on our reservation. There is large enough for commercial use, 985,000 feet board measure of pine and yellow pine, 14 inches and up. Ninety per cent of the pine is of fine quality, close grained, and contains an amount of heart for the tree, which would answer all purposes for which longleaf yellow pine is used for. Then Mr. Smith tells us there are 200,000 feet of black or short-leaf pine, 14 inches and up, 125,000 feet board measure of black pine, which is too small for mill use, but which could be used for telegraph and for piles. There are other woods on the island of some value commercially.

Mr. MCPHERSON. When was that report made?

Capt. BAKENHUS. December 22, 1917.

Mr. MCCLINTIC. Can you tell us whether or not the report was made with a view to purchasing this timber?

Capt. BAKENHUS. A suggestion was made by some one in connection with the Shipping Board work that the Navy might be able to use the timber available for use to the Shipping Board in the building of ships, but nothing was done along that line.

Mr. MCCLINTIC. Was this man paid for cruising this island? Just an estimate?

Capt. BAKENHUS. No; he was paid for making the report.

Mr. MCPHERSON. Is there any lumber industry in the neighborhood?

Capt. BAKENHUS. Yes, sir; he gives the names of the dealers and manufacturers who probably would be interested in buying the standing timber.

Mr. MCPHERSON. What does he estimate the land is worth anything, after the timber has been cut?

Capt. BAKENHUS. I do not think he gives an estimate of the value of the land. It would take a great deal of time to clear out the standing timber was cut.

The CHAIRMAN. Does the examiner give us a judgment as to the whole value of the property might be?

Capt. BAKENHUS. No; he does not.

The CHAIRMAN. He made an examination with a view to the desirability of the timber to build ships, I presume?

Capt. BAKENHUS. Yes, sir.

Mr. BURDICK. Does he estimate the total value of the timber?

Capt. BAKENHUS. I see from the report made that he estimated what the lumber was worth, and it is very small indeed. I was surprised at the little value the timber had.

The CHAIRMAN. What was it?

Capt. BAKENHUS. Less than \$20,000.

Mr. PADGETT. What did the land cost?

Capt. BAKENHUS. \$130,000.

Mr. PADGETT. Have you any estimate of what the land would be worth, selling it as it is and not attempting to separate the land and the timber?

Capt. BAKENHUS. No, sir; we have not. That normally would, I suppose, be taken up after we got the authority to sell.

Mr. PADGETT. I did not know whether you had any preliminary estimate?

Capt. BAKENHUS. No, sir. If the committee desires, we could readily get an estimate of that kind made.

Mr. BRITTEN. Is there anyone in that particular neighborhood who is desirous of purchasing this property that you know of?

Capt. BAKENHUS. No, sir; it has not come to my attention if there is. It is simply a piece of property which the Navy has owned and almost forgotten about. We have no use for it and do not expect to have any use for it and it seemed better to sell it under those circumstances.

Mr. BRITTEN. What expense attaches to holding it?

Mr. PADGETT. The letter states that it is in the custody of a caretaker. I presume that caretaker is some cost.

Mr. BURDICK. The caretaker gets no pay, as the captain has explained.

The CHAIRMAN. The letter states:

And to erect such buildings and to make such improvements as may be necessary for the repair of United States vessels of war and afford a refuge therefor, the sum of \$200,000 being appropriated for said purposes.

I wonder how much of that money was used?

Mr. PADGETT. It says in the first paragraph of the letter that the 1,100 acres were acquired for a consideration of \$130,000.

Mr. McPHERSON. The balance of the appropriation was used for dredging the channel?

Capt. BAKENHUS. That appropriation was so far back that I did not look it up.

NOTE by CAPT. BAKENHUS.—The money appropriated for buildings and improvements was not spent but was turned back to the Treasury; only the \$130,000 for the land was expended.

The sum of \$2,000 appropriated for a rifle range by act of March 3, 1901 was also turned back into the Treasury.

The CHAIRMAN. Will you not be kind enough to look that up and let us know?

Mr. PADGETT. I do not know whether he can find it.

Mr. STEPHENS. It was back in 1857.

Mr. BRITTEN. It was 60 or 70 years ago. I do not think that the appropriation made at that time is material. I think the question before the committee is whether we want to authorize the Secretary to dispose of the land. Naturally, this particular piece of property, wherever it is, might have had some considerable value 60 or 70

years ago that it has not to-day, because of developments in directions.

The CHAIRMAN. It will be interesting to know the price it cost us and what it will bring now in the market. It may not be important, but be kind enough to inform me, as an individual member of this committee.

Mr. BRITTEN. The committee, I think, should not be governed by the amount of money expended.

The CHAIRMAN. We might want to sell it.

Mr. BRITTEN. It might be interesting to know what has become of the money expended there.

Mr. McCLINTIC. If the timber is in good condition and there is a large amount of young timber, I would not be in favor of sacrificing it, in view of the fact that the timber of the nation is rapidly depleted. It may be very valuable some of these days as a timber reserve.

Mr. BRITTEN. There are only 1,100 acres.

Mr. McCLINTIC. Of course, we do not know any of the conditions existing on the island; it may be a lot of dead timber.

Capt. BAKENHUS. The timber, Mr. Chairman, is overdeveloped. The timber should be cut. The Navy Department, if it does not have authority to sell the land, should be given authority to sell timber. The sale of the land is in the hands of the Judge Advocate General of the Navy, and I suppose in making an arrangement for a sale he would probably sell it to the greatest advantage to the Government, probably selling off the standing timber first and then the land afterwards, or he might decide to sell it as a whole.

Mr. McCLINTIC. Is it not a fact, Captain, that the Navy Department now has the right to sell timber off any lands?

Capt. BAKENHUS. I can not answer that question.

Mr. McCLINTIC. Do not the regulations cover that?

Mr. BRITTEN. I do not think they can sell any property without authorization.

Mr. STEPHENS. Unless they wanted the land for improvement. If the Navy wanted to build improvements for some reason it would have to cut down the timber.

Mr. BRITTEN. But that would require an authorization and appropriation?

Mr. STEPHENS. Yes, sir.

The CHAIRMAN. If the time has come to sell this property, unless as Mr. McClintic says, it might improve, I think it should be disposed of.

Mr. BRITTEN. So do I.

The CHAIRMAN. Will there be any addition to its value by retaining it?

Mr. McCLINTIC. In view of the statement by the captain that the timber is already overdeveloped, that answers the question. If it is true, there would be no good reason to retain it, from the standpoint of allowing the timber to increase in value.

The CHAIRMAN. Now we come to Frenchmans Bay, Me. That is a coaling depot. When did we acquire the title there—1910—and how much Government expended \$24,550?

Capt. BAKENHUS. For the land.

Mr. McPHERSON. We have spent some money there since then. The CHAIRMAN. Have you the amount of the appropriations?

Capt. BAKENHUS. The report of the Paymaster General shows that a plant, in addition to the cost of the land, cost \$534,792.

The CHAIRMAN. The Government has expended on this land for improvements of all kinds over \$500,000?

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. What is the outlook for it?

Capt. BAKENHUS. The outlook is that as the plant has not been in use for several years, it probably will not be used. There has been change in the situation. We have a coal shed, wharf, and approach to the wharf, and two coaling towers, as originally built.

Mr. McCLINTIC. Is there any commerce in that section?

Capt. BAKENHUS. Not a great deal; no, sir.

Mr. BRITTEN. Members of the committee have visited that site several times. It is a little different from the land down in Georgia, which is land and nothing else. The plant at Frenchmans Bay with iron coal sheds, unloading towers, and other things, might be very valuable to us some day, and it certainly has no value to anybody else as a coaling plant or anything else. If we did go into another place, where we required service stations along the Atlantic coast, that particular plant might be made quite useful, and, on the other hand, might not use it in a hundred years. It is thoroughly useless to anybody else. They might take the valuable towers that cost three or four hundred thousand dollars and sell them for junk. So this land has just a little different basis of valuation.

Mr. McPHERSON. What is the cost of the upkeep there?

Capt. BAKENHUS. It is very little now. During the year 1920 the upkeep was \$6,703, but out of that nearly \$4,000 was for the Bureau of Ordnance on account of some stores kept there during the war.

Mr. BRITTEN. What do you say of the advisability of removing that plant to some place where they require that kind of apparatus - San Diego, for instance?

Capt. BAKENHUS. We do not build coaling plants of quite that type. It might be that it would be all right to use some of the apparatus or material, but there would be no salvage in the shed or in the approach.

Mr. BRITTEN. My impression is that your bureau could still utilize a steel structure, by slightly changing it, at San Diego or some other place where a coaling station is established.

Capt. BAKENHUS. Of course, if once decided that this plant is to be sold or permanently abandoned, if we had full authority to do it, then we would strip the plant and take out everything that we could use elsewhere. That is the way we proceed in disposing of a plant of that kind. We would simply want to be fully authorized.

Mr. McCLINTIC. We have only a few acres of land there?

Capt. BAKENHUS. Fifty-one and three-fourths acres.

Mr. McCLINTIC. Is it near a town?

Capt. BAKENHUS. It is near the town of Ellsworth, Me., which is a small town, about 10 miles away. It is not far from Bar Harbor, which is a summer-resort country up there.

Mr. McPHERSON. How much do you estimate the value in dollars and cents of salvage?

Capt. BAKENHUS. Our experience is that the salvage plant like this is usually overestimated, because by have taken it down and scraped off the rust that under there now, there is not very much left. I doubt if \$25,000 worth of salvage out of it.

Mr. McPHERSON. What would be the expense of money?

Capt. BAKENHUS. I doubt whether we would get it. I am estimating it on the spot. I am not saying \$25,000 figure. I am stating salvage value as net amount at cost of salvaging operations.

Mr. BRITTEN. Has the department had any proposition for the purchase of the property?

Capt. BAKENHUS. No, sir; not that I know of. We had some inquiries as to Malden, which would be a good position. I think that is one of the items. Sacketts Harbor some value, but as to Frenchmans Bay, we could never think like what we put in. The coaling plant would be an obstruction than anything else; it would be worthless else.

Mr. BRITTEN. It is not farming land; it is just a moor.

Capt. BAKENHUS. Yes, sir; it is a coaling plant in an area and it is objectionable rather than an advantage standpoint. Still, there might be somebody who would use the pier up there; the pier is probably worth something. I find somebody who can use it. That is the principal plant.

Mr. McPHERSON. I notice this statement in the letter that the depot has not been actively used for some time and that the coaling plant are now in charge of the custodian. The land used, how long ago?

Capt. BAKENHUS. I should say that the plant was a coaling plant something like seven or eight years ago. It was much of a coaling plant like the one in Narragansett. It has never proven to be as necessary as that.

Mr. BRITTEN. It was never well located. It should have been established there in the first place.

Capt. BAKENHUS. At that time the fleet spent more time in England waters than it does now.

Mr. BRITTEN. But it never used this plant as a coal depot.

Capt. BAKENHUS. Very little.

Mr. BRITTEN. They filled it with coal and then the ships did not go up there because it was too expensive of the way entirely. It never should have been located there.

The CHAIRMAN. We will take up the next item, Grover's Island.

Capt. BAKENHUS. Grover's Island, Ga., is to the south of the Island, which we have just been discussing. It is in the Crooked River, so called. It is about 35 miles south of Savannah on an air line. It is not near any town.

Mr. BRITTEN. There are no improvements on the Island.

Capt. BAKENHUS. No, sir.

Mr. BRITTEN. It has about the same bearing, as far as concerned, as the Blythe Island land. That can well be

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fr. MCPHERSON. Have you any report on Grovers Island, as to character of the soil?

apt. BAKENHUS. Yes, sir.

fr. MCCLINTIC. Have you a caretaker at Grovers Island?

apt. BAKENHUS. There are no caretakers at Grovers Island. If committee desires, I could read from this report of Mr. Albert Smith, who investigated Grovers Island at the same time that he investigated Blythe Island.

fr. CHAIRMAN. Give us the substance of it, please?

apt. BAKENHUS. There are 320 acres of highland and 500 acres of low marsh. There are no streams on the island, which is fairly high and practically level.

fr. MCPHERSON. Do we own the whole of the island?

apt. BAKENHUS. I understand we own the whole of Grovers Island. Fifty-three per cent of the timber is slash pine, approximately 33 per cent is old field pine, 13 per cent is black or short leaf pine; there are about 100,000 feet of slash and black pine; 100,000 feet of the same pine of smaller size, from 8 to 12 inches in diameter, which is suitable only for telephone and telegraph poles or piles; 1,000 feet of old measure of old field pine, which is not sappy and of no value except for fuel. The lumber is all of poor quality. There is some live oak. The live oak is 75 per cent, and 25 per cent water oak. The water oak has no value except as fuel. The live oak is large enough to make bends and knees in making ships. Of course, there is no demand for that sort of thing now.

fr. MCPHERSON. Have you an estimate of the cash value of the property that is there?

apt. BAKENHUS. I did not think it was worth the trouble to estimate, it was so small in value. Being under a million feet, of course, it could not be worth much.

fr. BRITTEN. And of poor character?

apt. BAKENHUS. Of poor character. The slash pine is better than the other, but in general it is poor in character.

fr. MCPHERSON. Has any money been spent on the island other than for the purchase of the land?

apt. BAKENHUS. So far as our records show, there has not been any money spent.

fr. VINSON. Have you put a value on the land?

apt. BAKENHUS. We have not put any value on any of these properties, sale value. I doubt if it would be a good idea to do that, because it might in some way prejudice the sale of the property. If we made the value too low, we would not get what it is worth, and I doubt if we should publish an estimated value.

fr. MCPHERSON. Is there any city near Grovers Island?

apt. BAKENHUS. Brunswick is the nearest place. The island is sparsely populated, it is remote from transportation lines, and labor for other operations would have to be transported and housed and fed for.

fr. BRITTEN. Tell us about Malden, Mass.

apt. BAKENHUS. We have a small tract which was purchased in 1862, during the Civil War, and we have several buildings there, substantial brick buildings, which we used for storing niter used in powder manufacture. A number of years ago that niter was all

sold, by authority of Congress, and since then the buildings have been idle, except that I believe during the war the plant was used for the storage of some kind.

Mr. BRITTEN. Just where is the plant located in Malden?

Capt. BAKENHUS. On Malden River and on the railroad in the industrial section of the town.

Mr. BRITTEN. How large is it?

Capt. BAKENHUS. The area of the place is 6.5 acres of high land and 0.8 acre of low land, a total of 7.3 acres.

The CHAIRMAN. Have you any estimate of its value?

Capt. BAKENHUS. No; I have no estimate of the value. Chairman.

Mr. BURDICK. That property is worth some money?

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. How much have we spent on it?

Capt. BAKENHUS. We spent on the property \$25,000 to buy it. I have not the record here of what the improvements cost. They were built a great many years ago and it would be rather difficult to find the value of the improvements in the records, but we can make a search and I can insert it in the record, if the committee desire.

The main storage buildings, built in 1866, cost \$60,000.

The estimated cost, made in February, 1917, of duplicating all of the improvements was \$130,000, which gives an approximate value of the improvements at that time.

The CHAIRMAN. If you will, please.

Mr. McPHERSON. Your idea is that this plant is easily salable for a handsome sum of money?

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. How large is the town of Malden—do you know?

Capt. BAKENHUS. Malden is really a part of Boston; it is one of the suburbs of Boston and should be considered as a part of Boston for the purpose of valuing the land.

Mr. McPHERSON. Where is the property from the plant that was built for the destroyers?

Capt. BAKENHUS. That was at Squantum, at Atlantic, operated by the Fore River.

The CHAIRMAN. That is another one which might be sold now?

Capt. BAKENHUS. No, sir; that belongs to the Navy. It is worth about \$15,000,000; but that is another plant that we can not get our money out of and it is in Boston Harbor, and I would not recommend the selling of that, because we could not recover anything for what it cost, and it may be of great value in time.

Mr. McPHERSON. Is it near the plant which we built for the destroyers?

Capt. BAKENHUS. Yes, sir; Squantum is really a suburb of Boston although it is a little farther away than Malden. It is on deep water right on the water. Malden is on Malden River, which is rather a shallow stream.

The CHAIRMAN. Can you tell us what the upkeep is?

Capt. BAKENHUS. On the upkeep at the Malden nitre depot. I have no definite figures here. We keep a custodian there, who has quarters, and I should say that the repairs, including the repairs to the quarters, and all would amount to a few hundred dollars a year. On the side, of course, of the cost of the custodian.



Mr. BRITTEN. Is it possible to lease this property to some industrial corporation for a period of years?

Capt. BAKENHUS. I think it could be leased if some concern came along that wanted buildings of that kind. The buildings are not very well adapted to commercial use. My recollection is that there are no windows in the walls, the walls are solid, having been a building to store nitre in bulk.

Mr. BRITTEN. That is not important.

Capt. BAKENHUS. It would take some time to put it in shape for a leasehold and so we could not lease it from year to year and get anything out of it. If we could lease it for 20 years, it might be well.

Mr. McPHERSON. You think it could be sold to some person who would operate it?

Capt. BAKENHUS. No, sir.

Mr. McPHERSON. What could you do with it?

Capt. BAKENHUS. It could be used for manufacturing purposes or something like that. It might possibly be used as a storehouse, although I can not conceive of a storehouse being needed way up there.

Mr. BRITTEN. It has railroad connection and water connection and it would make a very good industrial site?

Capt. BAKENHUS. It would be a good site for an industrial plant, for some sized industrial plant.

The CHAIRMAN. There is another point in Rhode Island that I would direct your attention to, not at this time, but later, when I will ask my colleagues on the committee to consider it. That is Coddingtong Point, where we have spent considerable money?

The CHAIRMAN. The next one is the Puget Sound, Wash., rifle range.

Capt. BAKENHUS. That is a range that is no longer considered desirable because it is only accessible by a muddy road, and the cost of hauling is very large.

The CHAIRMAN. How much did this cost?

Capt. BAKENHUS. It was set aside from the reservation of public lands by a presidential order.

Mr. BURDICK. Then you had to purchase some additional land, did you not?

Capt. BAKENHUS. Yes, sir; we purchased some additional land at a cost of \$7,000.

The CHAIRMAN. Do you know anything about the improvements on the property?

Capt. BAKENHUS. I have never seen the range, but judging from the other ranges we have, there are probably some few wooden buildings there, or enough to house the men who are taking care of the range. The improvements probably amount to very little.

Mr. McARTHUR. How far is this from the navy yard?

Capt. BAKENHUS. Eleven miles.

Mr. McARTHUR. Which way—west?

Capt. BAKENHUS. My recollection is that it is slightly southwest.

Mr. McARTHUR. Is it not northwest?

Capt. BAKENHUS. My recollection is that it is south of west.

The CHAIRMAN. I notice from the letter of the Secretary that he recommends that another range be secured.

Mr. BRITTEN. I was going to ask Capt. Bakenhus about that. This other range that has been suggested during the past two years by operations of the Navy and yards and docks in that vicinity is also at the end of a muddy road. There are miles and miles of muddy road, and I was wondering why we should buy that when we have this one if it is equally inaccessible.

Capt. BAKENHUS. I have not myself seen the site of either one of the ranges, but I understand that the newer range that the department wants to acquire is much better adapted to the purpose and is more accessible than this range, especially to the ships of the fleet as it is only a mile from deep water.

Mr. BRITTEN. The committee that went there last year had trouble in getting to it, and they had to walk a considerable distance. Most of the cars could not go over the muddy road at all.

Mr. McARTHUR. Is there any probability that the sale of this property would realize a sufficient sum to buy the other proposed range?

Capt. BAKENHUS. No, sir; it will not be sufficient to buy the other. Mr. McARTHUR. There is no purpose to put it back in the Interior Department as unappropriated public lands, is there?

Capt. BAKENHUS. I do not think it will be necessary to turn it back.

The CHAIRMAN. They have been using it at a great disadvantage. Do you know where they can acquire property for a rifle range?

Capt. BAKENHUS. In the vicinity of the yard, or a short distance away.

Mr. McARTHUR. What is the probable value of this land?

Capt. BAKENHUS. I would say that the best guide would be the price paid for it when purchased.

Mr. McARTHUR. How much land altogether is in this tract? There was a tract set aside, and that was augmented by the purchase of additional land.

Capt. BAKENHUS. Two hundred and forty acres.

Mr. McARTHUR. All told?

Capt. BAKENHUS. Yes, sir. The original site was 160 acres.

Mr. McARTHUR. And 80 acres in addition were purchased?

Capt. BAKENHUS. Yes, sir.

Mr. McARTHUR. Has this land any mineral value?

Capt. BAKENHUS. No, sir; so far as I know, it has no mineral value.

The CHAIRMAN. Have you any idea what is the value of the improvements on this property at this time?

Capt. BAKENHUS. Only what our official records here show. Apparently there were none that were worth going into this official report we have, but I presume there must be some small buildings there where they house the men.

The CHAIRMAN. They go out there and stay for target practice?

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. There must be some barracks.

Capt. BAKENHUS. Yes. There are probably some tents, and there must be a few small shacks there.

The CHAIRMAN. Have you any knowledge of whether it is in use at this time? I do not mean to-day, but during this time. Do they use it as a rifle range?

**Capt. BAKENHUS.** My understanding is that it is used very little, but if it is the only place they have they are probably forced to use it. It is used by the marines. They did have a rifle range at the water side at the navy yard, but I think that has been removed since the war.

**Mr. McPHERSON.** Is the only drawback to the successful use of this property as a rifle range the condition of the road up there?

**Capt. BAKENHUS.** That is the principal objection to it, as it is inaccessible to the ships. The marines stationed on shore make use of it freely. It is too small for use by the fleet.

**The CHAIRMAN.** The next is Sacketts Harbor, which was acquired in 1815. Suppose you tell us about that.

**Capt. BAKENHUS.** Sacketts Harbor is at the eastern end of Lake Ontario, near the town of Watertown, N. Y. It was appraised in 1899 as having a value of \$17,350, including land and improvements.

**The CHAIRMAN.** What is the distance from Watertown?

**Capt. BAKENHUS.** It is 12 miles west of the town of Watertown. I have a chart here that will show it.

**Mr. PATTERSON.** Do you know how many sites are being used by all the Government activities for aviation purposes? I would like to have that information for all of the Government activities, including the Post Office Department.

**Capt. BAKENHUS.** I can not answer that offhand, and I would not want to make a guess at it.

**Mr. PATTERSON.** You might guess wrong?

**Capt. BAKENHUS.** I probably would.

**Mr. McARTHUR.** Gen. Dawes could probably furnish that information.

**Capt. BAKENHUS.** We could get it up for you.

**The CHAIRMAN.** You were asked about the proximity of this place to the city of Watertown.

**Capt. BAKENHUS.** I do not know the exact distance from Watertown, but it is not far away.

**The CHAIRMAN.** What is the area?

**Capt. BAKENHUS.** The area of the reservation is  $3\frac{1}{2}$  acres.

**The CHAIRMAN.** What are the improvements?

**Capt. BAKENHUS.** We have two quarters or two residences there, a wooden gun shed, and a storehouse.

**The CHAIRMAN.** What does it cost to maintain this place?

**Capt. BAKENHUS.** The cost is very little. We have a custodian there who costs something like \$450 a year. The custodian lives on the site, and the repairs are very small.

**Mr. BRITTEN.** What about a lease to the State of New York for the maintenance of that property?

**Capt. BAKENHUS.** The State of New York is maintaining all the property that we have loaned to them. As a matter of fact, they are very much opposed to this property being sold, as they want to use it at their own expense for the State militia.

**Mr. BRITTEN.** Approximately, how valuable is this property?

**Capt. BAKENHUS.** I do not think it has any great value to the Navy, except as a point where reserves can be trained. It seems to be the opinion that it should be turned over to the State of New York if they want it, either by sale, gift, or any other way.

Mr. BRITTEN. If it is not at all valuable in a financial sense, and not of any value to the Navy, I am in favor of allowing the State of New York to use it for militia purposes.

Mr. PATTERSON. You would allow them to use it?

Mr. BRITTEN. Yes.

Mr. PATTERSON. If it is the policy of the Government to get rid of it—

Mr. BRITTEN (interposing). I think that if the State of New York is using it for the general purposes of protection, and that is what they are using it for, the Navy or the Government should not sell it and thus withhold it from the service of the State of New York. That is what we would be doing in this matter.

Mr. PATTERSON. I think the Government gladly transferred the United States barracks at New Orleans to the State of Louisiana for its purposes.

Mr. KLINE. If you are so generously inclined, why not transfer the title to the State of New York?

Mr. BRITTEN. I might be in favor of that, but my idea is that the Government could hold the land and allow the State of New York to use it and maintain it and put up any buildings that they might desire for State militia purposes, without expense to the United States Government.

Mr. KLINE. And then let the Government come in and take it away from the State of New York.

Mr. BRITTEN. No; we would not be likely to do that.

Mr. McARTHUR. If we can not get any money out of it, I think we should give it to the State of New York.

Mr. KLINE. We were told that it cost about \$7,000.

Mr. BRITTEN. That is the rental.

Mr. KLINE. There are no improvements on it of any value?

Capt. BAKENHUS. The storehouse has some value.

Mr. KLINE. It has a value for training reserves.

The CHAIRMAN. We will want all the knowledge that we will be able to obtain as to the value of that site. It is not far from Watertown, which is a large town and one with a great many activities. It may be a valuable piece of ground for the Government. If it is of no use to us and if it appears that it is worth but little, then the Government would be authorized, in my judgment, to transfer it to the State of New York. However, we will discuss that later. We will ask the Captain more about the ground and what it is worth in the market.

Capt. BAKENHUS. Do you mean what it is worth from the standpoint of selling it?

The CHAIRMAN. Yes.

Capt. BAKENHUS. Of course, that would probably mean an inspection locally and an inquiry of real estate authorities.

Mr. BRITTEN. I think that a circular letter to half a dozen real estate men in Watertown would give you the information within three days, without costing the Government anything.

Mr. BRITTEN. How about this property at Washington, D. C.?

Capt. BAKENHUS. That is the old Naval Hospital. Based on the assessor's records this property is valued at \$41,500 for the land and \$45,750 for the buildings, but the sale value of the buildings depends on whether we find a purchaser who wants that kind of a building.

The CHAIRMAN. On Pennsylvania Avenue southeast.

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. Are you using it?

Capt. BAKENHUS. No, sir; it is not used and we are anxious to get rid of it.

The CHAIRMAN. Do you know anything of its value?

Capt. BAKENHUS. No, sir; we have not made any sale valuation of any of this property that I know of.

The CHAIRMAN. Be kind enough to make some inquiries about it.

Capt. BAKENHUS. Yes, sir; we will be glad to do that.

Mr. BRITTEN. How long has it been since this hospital was used? Was it used during the war?

Capt. BAKENHUS. No, sir.

Mr. BRITTEN. Is the building in such condition that it can not be used either by the War Department or by the War Risk Bureau, or by any of the other bureaus which sprang up during the war?

Capt. BAKENHUS. It has not been used, and with the great demand for property, it would have been used if it had been worth anything. I think it has been used for the meetings of some organization or other that did not have any other place, but to us it has been simply a source of expense.

Mr. BRITTEN. How many beds could be installed there?

Capt. BAKENHUS. I do not know. I will answer that in the record.

The CHAIRMAN. As one member of this committee, I would not be interested in having the men of the Navy removed to that place. It is a noisy place, and I would not want to be sick there, nor would I want to send any sick man there. It is not a desirable place for sick men.

Capt. BAKENHUS. It is very undesirable for hospital purposes. I would rather build temporary wooden shacks on property that we have now than to go back to this place.

Mr. BRITTEN. I do not want the Navy to come back to it, but I was talking about sick soldiers looking for hospitalization.

Capt. BAKENHUS. I do not believe you would put them in that place.

Mr. BRITTEN. You do not think that is a better place than none at all?

Capt. BAKENHUS. I would not want to say that, but I do not believe it is a fit place in which to put sick people. I believe that we could provide better places for them than that.

Mr. BRITTEN. Please present to the committee a list of all the naval locations, at any place on earth, together with their cost of maintenance last year.

Capt. BAKENHUS. We will get that up. How soon do you want that?

Mr. BRITTEN. I do not think it is important to have included in that list those well-defined stations like New York Navy Yard, the Newport yard, or Mare Island, because they are permanent institutions. I mean those small outlying institutions, as to the advisability of retaining which there is some question.

The CHAIRMAN. I want the list to contain all of the Government property belonging to the Navy and the Naval Establishment, but as to the cost of maintaining each piece of property, I think that Mr. Britten's suggestion should apply, and it would not be necessary to

show the cost of the New York station, the Boston Navy Yard, the Philadelphia yard, and other places like that.

Mr. BRITTEN. The maintenance of those yards and stations is shown in the bill every year.

Capt. BAKENHUS. All of that is published in the annual report of the Paymaster General.

Admiral LATIMER. The Secretary of the Navy, with his council, composed of the bureau chiefs, had a complete list of the naval stations and property leased and owned by the Navy Department. They went through the entire list, and have cleaned out of the list all the property that it was possible to clean out. This is the result of the cleaning out, and these are the properties that it was considered would be of no possible future value in the Navy.

Mr. PATTERSON. There might be others that he would agree with us ought to be disposed of.

Admiral LATIMER. All that is was agreed could be disposed of was included in this list. Perhaps there are other places that will be of little value, but this list includes all the property that will be of no value.

I would like to submit one other thing, and that is that as the present time there are not before the department any offers or proposals to take over any of this property listed in this bill. Some time ago there was a proposition, or a tentative proposition or inquiry, from the Standard Oil Co. as to the property at Malden, and also from the city of Malden, if the Navy could give it up. They were asking for an opportunity to submit proposals on it.

The CHAIRMAN. Admiral, you will be asked to speak definitely on these several propositions, and we will want you to give us such information as you have.

(Thereupon, at 12 o'clock noon, the committee adjourned to meet to-morrow, Thursday, November 3, 1921, at 10.30 o'clock a. m.)

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COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
*Thursday, November 3, 1921.*

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

**STATEMENTS OF REAR ADMIRAL J. L. LATIMER, JUDGE ADVOCATE GENERAL, AND CAPT. R. E. BAKENHUS, ASSISTANT CHIEF, BUREAU OF YARDS AND DOCKS—Continued.**

The CHAIRMAN. Admiral, when we adjourned yesterday it was suggested that a survey was being made or being completed by the Navy Department covering all the real estate which the Government may have in this country for the use of the Navy?

Admiral LATIMER. Yes, sir.

The CHAIRMAN. Has that survey been completed?

Admiral LATIMER. The completed survey has not been made.

Mr. Chairman, I should like to read to the committee the recommendation of the department on this bill to dispose of certain lands, to give the committee just a little idea of what the department is

doing in regard to it, as a result of which this survey is being prepared. On August 15, 1921, the Secretary of the Navy addressed to all bureaus and offices of the Navy Department and the commandants of all naval districts this letter on the subject of reduction of property occupied by the Navy.

NAVY DEPARTMENT,  
Washington, August 15, 1921.

From: Secretary of the Navy.

To: All Bureaus and Offices of the Navy Department; all Divisions of Naval Operations; Commandants of Naval Districts.

Subject: Reduction of property occupied by the Navy.

1. The Secretary of the Navy wishes to reduce to a minimum the large amount of property, buildings, and lands which are now being occupied by the Navy without essential cause, or occupied by the Navy for miscellaneous purposes which do not contribute directly to the efficiency of the fleet. Not only do many of these stations cost money in rentals and leases, but they absorb personnel, money for upkeep, time, and attention, which should be otherwise utilized for vital necessities.

2. You are directed to make a survey in detail of property, buildings, and land within your cognizance, and make appropriate recommendation to the Secretary for eliminating unessential activities, for giving up unessential property, and for combining activities in one place so as to reduce the drains upon naval appropriations. Specific reference is to property acquired for temporary use during the late war and still retained.

3. Attached hereto are sheets showing properties for immediate consideration. Others may be taken up later. Each sheet will be filled out separately, additional sheets to be added if necessary. In cases where property has been vacated, leases terminated, etc., the date rental ceased will be given. In each case where it is deemed necessary to retain the property, the period will be stated and the reasons therefor fully set forth. Prompt return of sheets with full information and recommendation is requested.

THEODORE ROOSEVELT.

#### ITEM OF PROPERTY UNDER CONTROL OF NAVY DEPARTMENT.

(Use a separate sheet for each item.)

Naval district: -----  
Item No. -----  
Location: -----  
Property (description): -----  
Purpose: -----  
Cost: -----  
Notes: -----  
Comment and recommendation by -----  
Date: -----  
Remarks: -----  
Action to be taken and by whom: -----

I might say to the committee that as a result of that letter all property which was leased that could immediately be released has been released and the leases have been canceled. There is also now going on in the department a scheme for combining as much as possible the various activities in various places where we hold rented offices, to reduce the force, and get it into as few offices as possible. That is going on at this time. As a result of that letter there were considered 28 properties in 28 different places. The department already had authority to dispose of the excess land at the Great Lakes, north of the Chicago & Northwestern Railway, under a former act. It had authority to dispose of East Camp in Norfolk, and had authority to dispose of land in excess of the requirements at Yorktown, if there was found to be such excess.

The CHAIRMAN. Do you know what they are doing at town now?

Admiral LATIMER. As far as disposing of land, nothing.

The CHAIRMAN. Is the Navy expending any money?

Capt. BAKENHUS. Mr. Chairman, the Navy is spending money necessary to complete the project laid out during the war, a small power plant which is necessary to keep going without the Army.

The CHAIRMAN. I thought we were getting away from that.

Capt. BAKENHUS. Let me explain that during the war the Army shut down they kept the plant going for a while for the benefit of the mine depot at Yorktown, but the cost was too high, the plant being too big for our use.

The CHAIRMAN. What are the activities there?

Capt. BAKENHUS. Principally the storage of mines.

Admiral LATIMER. And the oil station.

Capt. BAKENHUS. The oil station is different from the mine depot and is on a different tract. I take it that you are referring to the mine depot.

The CHAIRMAN. I am referring to all the activities of the Navy has.

Capt. BAKENHUS. We have two activities, the mine depot and the fuel-oil station, which are two entirely distinct activities. The act of July 12, 1921, mentions the mine depot separately.

Mr. McCLINTIC. Can you tell us the number of men required to take care of these activities?

Capt. BAKENHUS. I can not, without consulting the records.

Mr. McCLINTIC. There are two different kinds of activities.

Capt. BAKENHUS. Yes, sir; one Ordnance and the other Fuel and Accounts, who have charge of the fuel station.

The CHAIRMAN. I have here a letter which is addressed to Mr. Madden, chairman of the Committee on Appropriations, dated July 12, 1921, requesting the information which is furnished in the report of the committee, in which I have referred and inquiring as to the proposed projects at Yorktown. The Secretary in substance says, "I have the projects under contemplation, with their estimated costs, as follows: Mechanical equipment and distribution system, \$150,000; power plant, \$150,000; power house with railroad siding, \$40,000; concrete reservoirs, \$15,000; total, \$355,000. That is one of the places that we might abandon, except for a little oil plant there which we might keep."

Capt. BAKENHUS. The Navy has no other place where they can be stored. We have the mines and they have to be taken care of.

The CHAIRMAN. Do you not have plenty of place to store them down at Norfolk, where we have hundreds of acres of land at a cost of thousands of dollars?

Capt. BAKENHUS. That question was very seriously considered by the department. The mines were at one time stored in the district, but our experts in ordnance did not consider it wise to the community to store explosives to that extent. They do not think the Navy has ever had a serious explosion, and standing that, it would not excuse the Navy from taking



tion to protect a district like Norfolk, and with that in mind these mines have been stored with a great deal of land about them. The CHAIRMAN. Have you any idea what it will hereafter cost the government to maintain Yorktown?

Capt. BAKENHUS. I think if peace conditions continue as they are now it will cost a very small amount to exercise proper supervision over these stores.

The CHAIRMAN. Why do you need a new power plant?

Capt. BAKENHUS. We have to have light to light the buildings, otherwise, we can not guard it. We have to have heat for the marines stationed there. There are a few officers.

Mr. McCLINTIC. You say a small amount—what does that mean?

Capt. BAKENHUS. It is a hard thing to make an estimate here without data, but I should say \$100,000 to maintain the place in an operating condition, exclusive of any charges for operation of the plant itself. The Bureau of Ordnance provides for both these items.

The CHAIRMAN. Who was it reported against moving this apparatus down to Norfolk, where we have acquired a great deal of property?

Admiral LATIMER. It would be impossible to move that vast quantity of T. N. T. on this tract to Norfolk, into a built-up community.

The CHAIRMAN. We must have the place at Yorktown?

Admiral LATIMER. At Yorktown or some other place where we can get enough land to safeguard the people around it.

The CHAIRMAN. These mines are loaded?

Admiral LATIMER. They are all loaded.

The CHAIRMAN. And must be kept loaded?

Admiral LATIMER. They must be kept loaded.

The CHAIRMAN. Have we any other mine depot in the United States?

Admiral LATIMER. No other mine depot; this is the only mine depot in the United States. The question of spending \$200,000 was under consideration by the department, and Admiral Rodman, who was in command of that district, was directed to make a survey of Yorktown to see how much the expenditures there could be cut down. As a result of that, it was decided not to build a new dispensary, but to locate a small dispensary in the barrack buildings there.

With regard to the question of using some generating units that we already had at Norfolk, that is being done: every bureau is being told by the department to reduce expenditures at Yorktown, and to put the personnel—the personnel at the fuel station and the mine depot—and to put all activities under one organization. One of the combinations is, instead of having a supply force at each place, to have one supply force perform both duties. Yorktown is being given very careful consideration with a view to reducing expenditures there.

The CHAIRMAN. Admiral, is there anything further which you care to say?

Admiral LATIMER. There are one or two things in regard to the matter which I should like to mention. I have already said that there were 28 various places that were taken under consideration with a view to doing away with them, and as a result of that the places mentioned in this letter to the chairman of the committee it was decided could be disposed of immediately without further consideration, and that was the purpose of the letter.

I should like to add about Frenchmans Bay—I do not think it was brought out—in order to maintain the coaling station there. In the near future it will be necessary, in order to prevent the whole place going to pot, to spend money on it, and the department does not desire to do that. One of the great difficulties with Frenchmans Bay is it is so far away from the source of coal supply that it makes the coal very expensive and we have very few vessels going there—the transportation difficulties are very great.

Mr. SWING. Admiral, you transport the coal up there and then send the ships to get it?

Admiral LATIMER. Yes, sir. The ships that take coal there are very few and probably in the future there will be very few.

I spoke yesterday about Malden, Mass., and said that in the past we had had proposals made for the acquirement of that property. It is right across the river from the Standard Oil property, and I understand that the Standard Oil wanted at one time to acquire it: whether they do now, I do not know.

In regard to Sacketts Harbor and turning that property over to the State, the Secretary, if this bill passes, will have authority, should he deem it advisable, to return it to the State, because the bill says that he shall sell or otherwise dispose of it as he deems most advisable.

Mr. MCPHERSON. What is your idea about Sacketts Harbor and the work that New York State is doing there, training the naval militia?

Admiral LATIMER. Personally, I should say that if training of any kind that would be of value to the Navy is going on there, the Navy Department should retain title to the property and lease it to the State as it is doing now, in case that we needed it at some later time or in time of war. If the naval militiamen are using it, I prefer to see the United States retain title to it and lease it to the State of New York.

Mr. MCPHERSON. It appears to me that if the work is of sufficient importance to the Navy, which it appears to be, that it would be a good thing to give it to New York, because they might want to build a station of their own and would not feel free to do that if they had a lease, but would make improvements if it were their own property.

Admiral LATIMER. I doubt the probability of their spending much money, because there is only a small section of the naval militia in that vicinity.

Mr. SWING. Under this lease does New York keep up the buildings?

Capt. BAKENHUS. They have been doing that.

Admiral LATIMER. We only pay for the caretaker.

In regard to the hospital, in order to keep that up, there has been some money spent on it to keep in repair the roof, and we will have to spend additional money on it in the very near future, unless we have authority to sell it.

The question of Dry Tortugas was brought up yesterday by Mr. Padgett. That was very carefully considered by the Secretary and it was decided that the Navy should retain it.

The CHAIRMAN. While you have that before you, what is the necessity of the Government retaining it

Admiral LATIMER. I think I can show you. I happened to be the commandant of the district down there before I came here. I think I can show you on a map in a minute the advantage of maintaining it.

The CHAIRMAN. Dry Tortugas is southwest from Key West, how many miles?

Admiral LATIMER. About 90 miles, roughly.

The CHAIRMAN. It was the judgment of the Department that Dry Tortugas, for military reasons, should not be abandoned?

Admiral LATIMER. Yes, sir; for military reasons, and for the other reason that it is no expense and there is no sale for it.

The CHAIRMAN. What expense is involved?

Admiral LATIMER. At present none whatever. During the past calendar year the caretaker was removed and for the last six months there has not been a cent expended on Dry Tortugas.

The CHAIRMAN. It is not the present purpose of the Department to expend any money for maintenance there?

Admiral LATIMER. No; not at present, except as we may have to make minor repairs of a few hundred dollars to the docks already there.

The CHAIRMAN. Would it be proper for you to give us for the record, the improvements there?

Admiral LATIMER. The only improvements that remain there now are the two docks. There was a coaling station that was carried away by a hurricane. The remains of an old fortification, Fort Jefferson, still exist and there is a house in very bad repair that was used by the caretaker.

Mr. McCLINTIC. How many acres are there on the island?

Admiral LATIMER. Roughly, I should say five.

Mr. McCLINTIC. The Government owns it all?

Admiral LATIMER. Yes, sir.

Mr. McCLINTIC. There are no people residing there?

Admiral LATIMER. No, sir; it is a closed harbor and no one is allowed to reside there.

Mr. BURDICK. Would it be possible to sell it?

Admiral LATIMER. It might be possible to sell it for not more than a few dollars in order that the fishermen might use the docks.

The CHAIRMAN. It is right in the course of the hurricanes?

Admiral LATIMER. It is right on the edge of the hurricane belt.

The CHAIRMAN. And it is visited quite frequently by very high tides?

Admiral LATIMER. Yes, sir; twice in 10 years is about the average.

Mr. McCLINTIC. Did the Government construct the seawall that has been destroyed?

Admiral LATIMER. Everything on the island has been constructed since the property was taken over by the Government in 1846.

Mr. McCLINTIC. The seawall was constructed by Spain?

Admiral LATIMER. Everything that is on the island has been constructed by the Government. It was under the Army during the Civil War.

The CHAIRMAN. When a hurricane comes the water goes clear over the island?

Admiral LATIMER. No, sir. This is a big brick fort on the island: the fort practically covers the whole island.

The CHAIRMAN. And our Government constructed the fort?

Admiral LATIMER. Yes, sir. It is being used every winter by the submarines and destroyers as drill grounds and a harbor of refuge. That is about all I can say as to this place.

The CHAIRMAN. Have you anything further which you would like to say to us on the proposed bill?

Admiral LATIMER. Nothing more.

(Thereupon, the committee adjourned.)

[No. 131.]

TO AUTHORIZE THE SECRETARY OF THE NAVY TO DISPOSE OF CERTAIN LANDS.

[H. R. 8083.]

NAVY DEPARTMENT,  
Washington, D. C., July 30, 1921.

MY DEAR MR. BUTLER: After a careful survey of the various properties comprising the Naval Establishment it is ascertained that there are several naval reservations, acquired in many instances a long time ago, that are not at present being used and for which the department can perceive of no future need. It is believed, therefore, that in the interests of economy these obsolete reservations should be sold and the proceeds turned into the Treasury. As all of these properties were acquired prior to April 6, 1917, under special acts of Congress appropriating the funds for the purchase thereof for the specific purposes named in the acts, the consent of Congress will be necessary for their sale.

A brief statement is given below showing the properties desired to be sold, the manner of their acquisition, and their present status, viz:

1. *Blythe Island, Ga.*—This reservation, containing about 1,100 acres, was acquired by deed dated October 26, 1857, for a consideration of \$130,000 pursuant to the act of January 28, 1857 (11 Stat. L., 156), authorizing the President to purchase a site for a Navy depot on Blythe Island, Ga., and to erect such buildings and make such improvements as may be necessary for the repair of United States vessels of war and afford refuge therefor, the sum of \$200,000 being appropriated for said purposes. No use whatever is being made of this reservation at the present time by the Navy, the same being in charge of a custodian. There is considerable timber on this island, chiefly pine, with some live oak.

2. *Frenchmans Bay, Me.*—The site for the establishment of a coal depot at this point was purchased under seven deeds dated May 10, 1900, for a total consideration of \$24,550, and equipment and structures to the value of several hundred thousand dollars erected thereon. This coal depot has not been actively used for some time and the reservation and coaling plant are now in charge of a custodian.

3. *Grovers Island, Ga.*—The whole of this island, containing about 350 acres according to the recitation in the deed, was purchased under deed dated December 19, 1799, for the sum of \$7,500, and apparently was acquired on account of the timber thereon. There is considerable pine on this island and some live oak or rather unusually good quality. The reservation is not now being used for naval purposes.

4. *Malden, Mass.*—The site for a naval niter depot at Malden, Mass., for the storage of niter was purchased under the provisions of the naval act of March 3, 1863 (12 Stat. L., 815). The deeds conveying this site to the United States bear date March 28, 1864, and recite a consideration of \$25,000. Several buildings were erected by the department and a stone sea wall constructed along the waterfront. The property was used for a number of years for the storage of potassium nitrate. This material was removed in 1912 and since that date the premises have been used from time to time for the storage of naval supplies. It is understood that all such supplies have now been removed and it is not contemplated to make any further use of the property.

5. *Rifle range, Puget Sound, Wash.*—The original site of this range was reserved from public lands by Executive order of the President dated June 13, 1902, setting aside 160 acres for the purpose. This was augmented by the purchase of additional land authorized by the naval appropriation act approved August 22, 1912, appropriat-

7,000 therefor, this property being 11 miles in the interior and reached only by a dirt road, is inaccessible for a considerable portion of the year and as the cost of storing supplies is very great it is desired to discontinue the use of this range and hoped that the present clause before Congress will be enacted giving the Navy the range which can be utilized by the Marine Corps.

**Sacketts Harbor, N. Y.**—The naval station was established at this place upon property acquired under two deeds in 1814 and 1815 for the sum of \$4,425. Additional land was purchased in 1847 for \$2,500. A portion of this property was turned over for the use of the Naval Militia of the State of New York in 1914, permission for the use of additional parts of the station being given from time to time thereafter. At the passage of the naval act of July 1, 1918, repealing all provisions relating to the Naval Militia embodied in prior acts, the department advised the governor of the State of New York that the use of this station by the Naval Militia could not be continued. In March, 1920, a lease agreement was executed between the State of New York and the United States for lease to the State of certain buildings and other facilities at the naval station, Sacketts Harbor, N. Y. The State of New York uses these facilities and buildings in connection with training Naval Militia of New York. There is a civilian caretaker in charge of the property that is under naval control.

**Washington, D. C.**—The old naval hospital located at the corner of Pennsylvania Avenue and Ninth Street SE., Washington, D. C., comprises about three-fourths of the acreage, one-half of which was purchased in 1821 and the remainder in 1865, the total expenditure being \$7,819.50. It is understood no use is now being made of this property and it is no longer required for naval purposes. The property is improved with brick buildings, walks, grass, and trees.

In view of the foregoing I have the honor to request if you deem such action not appropriate, that the necessary authority be granted for the disposition of the properties described above. For the convenience of the committee there is inclosed herewith a measure that it is believed will be sufficient for the purpose. Attention is called to the provision in said draft restricting the sale of properties to those not desired by any other branch of the Government.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

H. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

[H. R. 8033, Sixty-seventh Congress, first session.]

§ 1. To authorize the Secretary of the Navy to dispose of, by sale or otherwise, certain lands or portions thereof, with the improvements thereon, that are deemed by him to be no longer required for naval purposes.

It enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized in his discretion, to dispose of, by sale or otherwise in such manner and upon such terms as he may deem expedient, such lands or portions thereof, or interest therein, in the vicinity of Blythe Island, Georgia (Navy depot); Frenchmans Bay, Georgia (coal depot); Grovers Island, Georgia (timber reserve); Malden, Massachusetts (munitions depot); Puget Sound, Washington (rifle range); Sacketts Harbor, New York (naval station); and Washington, District of Columbia (old naval hospital), and other lands and improvements thereon, that are deemed by the Secretary of the Navy to be no longer required for such purposes and are not required by any other branch of the Government: *Provided*, That the Secretary of the Navy be, and he is hereby, authorized to execute all necessary instruments to accomplish the purposes herein provided, and all moneys received from the disposition of such property, less the expenses of sale, shall be covered into the Treasury as "miscellaneous receipts." It shall be made to Congress of the final disposition of the property aforesaid.





[No. 171.]

No. 2. (First Hearing No. 119, July 12, 1921.)

**A BILL AUTHORIZING THE ACCEPTANCE BY THE NAVY  
DEPARTMENT OF A SITE FOR A NAVAL AVIATION BASE AT  
SAND POINT, WASH., AND FOR OTHER PURPOSES.**

(H. R. 7492.)

**COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
Friday, October 7, 1921.**

The committee this day met, Hon. Thomas S. Butler (chairman), presiding.

The CHAIRMAN. Gentlemen of the committee, the hearing to-day is on the bill H. R. 7492, introduced by Mr. Miller, of Washington, providing for the acceptance by the Navy Department of a site for a naval aviation base at Sand Point, Wash., and for other purposes.

Before we call on Admiral Parks we will ask Mr. Miller if he has anything further to say. If you have anything to add to the statement you have already made we will be glad to hear you, Mr. Miller.

**STATEMENT OF HON. JOHN F. MILLER, A REPRESENTATIVE  
IN CONGRESS FROM THE STATE OF WASHINGTON.**

Mr. MILLER. Mr. Chairman, I returned to the city the evening before last and on yesterday I was informed by the clerk of the committee that this hearing would be held to-day at 11 o'clock. I endeavored to get into touch with the chairman. Senator Jones, of my State, I believe, has some additional data relating to Sand Point that he would like to lay before this committee. The Senator is not in the city and will not be in the city, perhaps, for a week or ten days. I want to suggest to the chairman that I should like the opportunity of conferring with Senator Jones upon his arrival, and if he has anything to submit to the committee which would be of value to the committee, I would ask the privilege.

The CHAIRMAN. We certainly will do that.

Mr. PADGETT. There would be no disposition to hurry it ahead of his convenience.

The CHAIRMAN. None at all. Mr. Miller introduced the bill and he shall have every opportunity to present whatever he desires to the committee.

Mr. MILLER. I thank you, Mr. Chairman and gentlemen.

The CHAIRMAN. I think we might, perhaps, hear Admiral Parks, if he has anything further to say.

Mr. MILLER. Yes, sir.

The CHAIRMAN. And we can send Senator Jones a copy of his statement. Will that be agreeable to you, Mr. Miller?

Mr. MILLER. Perfectly. It may be that Senator Jones might suggest somebody in addition; I do not know.

Mr. PADGETT. We will have a full hearing.

Mr. MILLER. I thank you.

**STATEMENT OF REAR ADMIRAL C. W. PARKS, CHIEF OF  
BUREAU OF YARDS AND DOCKS, NAVY DEPARTMENT.**

The CHAIRMAN. Admiral Parks, you were here some time last July when you gave us some information touching the site that Mr. Miller's bill covers and you also made some statement about Camp Lewis. Have you made any further inquiry or investigation since that date as to where the Government might find a site closer to the navy yard than this and one which could be used for the purposes proposed in Mr. Miller's bill?

Admiral PARKS. Since that time I have received the reports of investigations at Stanwood Flats, at Camp Lewis, and the two sites on Sinclair Inlet, the sites at Stanwood Flats and Camp Lewis having been considered for both heavier and lighter than air and the sites on Sinclair Inlet having been considered for heavier than air only.

Mr. PADGETT. Did you say that this was a board of naval officers which investigated the sites?

Admiral PARKS. The public works officer of the thirteenth district made the investigations and the reports have been made by the commandant. There is one site on Sinclair Inlet, just beyond Charleston and adjacent to the Bremerton Navy Yard.

The CHAIRMAN. How far distant is that from the Bremerton Navy Yard?

Admiral PARKS. That is about a mile and a half from the office. That is a possible site, but it interferes with a roadway and suburban development.

Mr. PADGETT. What is the area?

Admiral PARKS. About 24 acres. That is the size of the site that we had considered for heavier than air only. The site that is about 4 miles away from the navy yard by water and about 5½ miles only by land, is much more satisfactory on account of the wind directions, the noninterference with projected improvements, and the cost of development.

The CHAIRMAN. How many acres in that site?

Admiral PARKS. Twenty-four. I think the same size.

Mr. PADGETT. Do you think of locating an aviation base for any purpose on 24 acres of land?

Admiral PARKS. Yes, sir; for heavier than air.

Mr. PADGETT. That would not provide turning-around room?

Admiral PARKS. That covers the equipment laid down in the war plans.

Mr. PADGETT. With the experience that we have had in the past and knowing about what is required, 24 acres will not provide turning-around room. We were disputing whether the 400 acres at Sand Point was sufficient.

Admiral PARKS. The lighter-than-air is the one that requires a large area.

Mr. O'CONNOR. With the heavier-than-air can you make a landing on 24 acres?

Admiral PARKS. They make the landing on the water.

The CHAIRMAN. Have you had a report made as to the possibility of securing more land than 24 acres—something that would take care of both services?

Admiral PARKS. Yes, sir; at Stanwood Flats and at Camp Lewis.



The CHAIRMAN. Please take up the first one you have named!

Mr. STEPHENS. May I ask a question?

The CHAIRMAN. Certainly, Mr. Stephens.

Mr. STEPHENS. That land lies close to Bremerton and it would not need any machine activities; I mean Bremerton would be the location of all the buildings for repairs, and so on!

Admiral PARKS. For major repairs.

Mr. STEPHENS. The 24 acres would simply be for the landing and care of the airplanes?

Admiral PARKS. For the housing, mostly.

Mr. STEPHENS. For what housing?

Admiral PARKS. The housing of the airplanes.

Mr. STEPHENS. No houses for the officers?

Admiral PARKS. That has not been considered on the 24 acres. If that were necessary, they could just as well be 200 feet above the surface of the sea as not. There is no necessity for creating a large area to contain barracks or things of that kind; they can just as well be on the hill.

Mr. STEPHENS. Twenty-four acres for the landing of the seaplanes and housing them and looking after them and everything of that kind would be ample room, if you did not need anything else!

Admiral PARKS. Yes, sir. That is for the planes and blimps that are covered by the war-time plan.

Mr. PADGETT. You would not have any sort of a station, if you did not have a minor repair shop; you would not send the planes to Bremerton, 4 miles away, to make minor repairs?

Admiral PARKS. Minor repairs are being made every day at the station.

Mr. PADGETT. You would have to have a machine shop for that purpose?

Admiral PARKS. Yes, sir; but that would be very small.

Mr. PADGETT. I have seen a lot of small beginnings.

The CHAIRMAN. Can the minor repairs be made in the barns or hangars, as they call them?

Admiral PARKS. Many of them are. I think you will find people working on the planes daily in the hangars.

Replying to the question as to the larger areas, Stanwood Flats is objectionable from one or two standpoints. First, the area is liable to be flooded. It is a dyked area. There is plenty of land, but it is liable at times to have 3 feet of water on it. The other point is that there is no deep draft channel to Stanwood, so I would say that that is hardly worth further consideration.

Camp Lewis appears to be the most desirable area that can be found for the lighter-than-air machines on that coast. It is a glacial drift and is practically level; that is, so far as aircraft use is concerned; it is not absolutely level, but the grades are very slight. They do not affect the value of the site as a landing for lighter-than-air machines. The Army has had aviators at Camp Lewis, and they report the air conditions excellent, no dead air, and the land is broad enough and flat enough to make the currents unobjectionable; that is, for the lighter-than-air machines. There is not a better site that could be found. The area suggested is between Puget Sound and American Lake.

Mr. PADGETT. And how far from Puget Sound?

Admiral PARKS. About 2 or 3 miles.

Here [exhibiting] are two photographs taken of that area. This photograph [indicating] shows an area with comparatively little vegetation on it. It is a gravel area that drains by seepage very well.

The CHAIRMAN. How many acres are there in that area?

Admiral PARKS. We considered that we wanted an area of about 3,000 feet wide and 6,000 feet long for the station. The district has recommended that we take a very much larger area. In fact, they suggested that we take something over 5,000 acres. That is absolutely unnecessary for the purpose.

Mr. PADGETT. Does the Government own that land?

Admiral PARKS. This land was given by Tacoma to the Government for Camp Lewis.

Mr. PADGETT. Has the Government a title to it?

Admiral PARKS. Yes, sir.

The CHAIRMAN. I would like to have positive proof of that.

Mr. JOHNSON. Permit me to state to the committee that the absolute title to a very large tract of land, 60,000 or more acres, at Camp Lewis, belongs to the United States Government for such uses as it may see fit. The land was condemned by proper procedure and purchased at an expense of over \$2,000,000 by Pierce County and presented to the Government. An acceptance was made by the War Department, and the deeds are in that department.

Mr. SWING. At what time was title secured?

Mr. JOHNSON. At about the beginning of America's participation in the European war.

Mr. O'CONNOR. I suggest, Mr. Chairman, that a copy of the title be placed in the record.

The CHAIRMAN. Mr. Johnson will have that furnished by the War Department.

Mr. JOHNSON. I did some work in connection with the details of that great gift, and I can guarantee personally that the title lies with the Federal Government. I will be glad to see that a copy of it, or at least, satisfactory proof, is furnished to the committee.

Mr. O'CONNOR. Then it is understood that a copy will be furnished for the benefit of the committee?

OCTOBER 17, 1921.

Hon. ALBERT JOHNSON, *House of Representatives.*

DEAR SIR: Referring further to your letter of October 10, 1921, requesting to be furnished with a statement of the area of the Camp Lewis Military Reservation, with a view to establishing an aircraft base in the North Pacific area, I have the honor to inform you that this reservation contains an area of approximately 62,423 acres. These lands were donated to the United States by Pierce County, Wash., by deed dated October 1, 1919. The terms of the grant and the conditions under which the United States still holds these lands are fully set out in certain provisions of the said deed, a copy of which is inclosed herewith.

Very respectfully,

P. C. HARRIS,  
*The Adjutant General.*

DEED.

KNOW ALL MEN BY THESE PRESENTS, That—

Whereas by the act of Congress approved August 29, 1916, authority was granted to the Secretary of War to accept on behalf of the United States such tract or tracts of land suitable and desirable in his judgment for permanent mobilization, training, and supply stations; and

Whereas, after due investigation by the War Department, an area in Pierce County adjacent to the city of Tacoma, in the State of Washington, was selected by the

of War as suitable and desirable for a permanent mobilization, training, supply station for the Puget Sound area; and after conference with citizens of said Pierce County, a proposition was presented to the Secretary of War in the form of a letter, dated December 2, 1916, in which it was proposed that in the event Pierce County should donate to the United States a certain tract of lands designated on a map attached to said letter, the Secretary of War would accept the same for the purpose of maintaining thereon a permanent mobilization, training, and supply station, and, further, that as soon as approved by the appropriations made by Congress and the military demands upon the forces of the United States would permit, he would establish and maintain on said reservation a division of mobile troops, with such improvements as might be required for in said appropriations; and the electors of said Pierce County did, at a special election held on the 6th day of November, A. D. 1917, authorize and direct the incurring of an indebtedness of \$100,000 upon the property, subject to taxation in said county, for the purpose of acquiring land for such purposes; and the legislature of the State of Washington by the passage of chapter 3, Laws of 1917, approved January 27, 1917, did authorize and provide for the acquisition of land to be elected or to be selected by the Secretary of War for the purposes above named for any or all such military purposes as were then or might thereafter be required or provided by or under Federal law; and

\* \* \* \* \*  
The Secretary of War did select the tract of land hereinafter described as a military training camp for the mobilization and training of the military forces of the United States, which military training camp was subsequently named Camp Lewis; and

\* \* \* \* \*  
The tract of land to the said lands hereinafter described has now been acquired by Pierce County in accordance with the law authorizing same and in a manner and to the satisfaction acceptable to the Secretary of War.

Therefore, in consideration of the premises and in full compliance with said laws of December 2, 1916, as modified from time to time and in conformity with the laws of Washington, approved January 27, 1917, Pierce County, a duly organized and existing county of the State of Washington, acting as an arm and agency of the State, does by these presents convey unto the United States of America, free of all claims and interest of said United States, the following described lands situated in Pierce County, Washington, to wit:

\* \* \* \* \*  
with all and singular the tenements, hereditaments, and appurtenances thereto in anywise appertaining to be used by the United States for such military purposes, including supply stations, the mobilization, disbanding and training of the United States Army, State militia, and other military forces, as are now or may be hereafter authorized or provided by or under any law of the United States, subject, however, to the express condition that if the United States should cease to maintain the tract above described for the uses above named, the lands above described will revert to said Pierce County without further action being performed.

Witness whereof this instrument is executed by the duly authorized officers of said County, State of Washington, this 1st day of October, A. D. 1919.

PIERCE COUNTY,

By JAMES R. O'FARRELL,

*Chairman of Board of County Commissioners of said Pierce County.*

JAMES W. SLAYDEN,

THOMAS H. BELLINGHAM,

*County Commissioners.*

C. A. CAMPBELL,

*County Auditor and Ex-Officio Clerk of the Board of County Commissioners of said Pierce County.*

L.

J. T. S. LYLE,

*Special Attorney and Official Representative of said Pierce County.*

Land accepted on behalf of the United States of America.

NEWTON D. BAKER, *Secretary of War.*

Mr. JOHNSON. The reason I appear here is not to oppose any particular site, but to urge that this Government in time of stress expenditures—when they are very great and the call for it beyond the ability of Congress to grant—shall make full use of its own property.

The CHAIRMAN. Proceed, Admiral.

Admiral PARKS. Adjacent to the area proposed for the lighter-than-air machines, the thirteenth district has recommended a site for the heavier-than-air on the westerly shore of American Lake. American Lake has no connection with the sea by river or creek; it is a seepage lake, apparently.

Mr. PADGETT. What are the dimensions?

Admiral PARKS. It is about 3 miles long.

Mr. JOHNSON (interposing). I think it is about 4 miles long and 1 mile wide.

Admiral PARKS. It is irregular in shape, but from one end to the other, by water, it would be about 4 miles.

Mr. PADGETT. Is it clear of obstructions or is it one of the seepage lakes filled in low land which has trees and stumps?

Admiral PARKS. No, sir; it is clear.

Mr. PADGETT. It is clear of interference and obstructions?

Admiral PARKS. Yes, sir. The public works officer has taken soundings made from the shore to something over 10 feet of water and it is a good gravel bed, but the objection to American Lake for that purpose is that a damaged plane may be obliged to land on the shore and there is no water connection between the shore and the station proposed on the lake. That is, in effect, not much wider than Sand Point in view of the fact that we use a greater spread of wing now than the locks of the canal leading into Lake Washington.

Mr. PADGETT. With reference to that point, it has been stated that any spread of wing of the plane, if it were placed sidewise, if I may express it that way, would pass through the locks?

Admiral PARKS. I was just going to state that.

Mr. PADGETT. If it were placed sidewise it would pass through the locks.

Admiral PARKS. The only way that you could get a damaged plane from the sound to the station on American Lake would be by an inclined plane and road, which would be a matter, perhaps, of \$150,000.

Mr. PADGETT. How is the surrounding land about American Lake? Have you any flat land around it or are the slopes steep to the water?

Admiral PARKS. There are very easy slopes.

Mr. SWING. Can you estimate the grade of the slopes?

Admiral PARKS. Oh, about 1 in 60, I should say.

The CHAIRMAN. How much will it cost the Government to grade the site for both of these services at Camp Lewis; that is, at the point about which you have been speaking?

Admiral PARKS. I should think we would spend somewhere in the neighborhood of \$175,000.

The CHAIRMAN. And that will give us space enough for both of the services?

Admiral PARKS. Both for heavier and lighter than air.

Mr. PADGETT. How is the Camp Lewis site connected with the proposed site on the west shore of American Lake?

Admiral PARKS. They are right close together.

**Mr. PADGETT.** What intervenes between them? Is it Government land or is it private land?

**Admiral PARKS.** It is Government land.

**The CHAIRMAN.** That is all Government land, as I understand.

**Mr. PADGETT.** Is Camp Lewis altogether on the west side of American Lake?

**Mr. JOHNSON.** I have a large map which will save a lot of time, if the gentlemen will look at it.

**Mr. McCLINTIC.** Does that map show Camp Lewis and also Sand Point?

**Mr. JOHNSON.** No.

**Mr. McCLINTIC.** How far is Camp Lewis from Sand Point?

**Mr. JOHNSON.** I think it appeared at the last hearing that in an air line it was 35 miles, but I have forgotten exactly. This is a map of still another project that is offered, the Nisqually Flats. It is lowland and is somewhat similar to the land mentioned by Admiral Parks in the Stanwood project, and this lies still farther away from Tacoma. This map shows you the whole Camp Lewis area, with the buildings there.

**Mr. PADGETT.** Mark out the outlines of Camp Lewis.

**Mr. JOHNSON.** I will have to do that in a very rough way. This tract is the property of the duPont Powder Co. [indicating on map]. There is deep water, and there is Camp Lewis, covering many sections of land [indicating].

**Mr. PADGETT.** Does Camp Lewis border on Puget Sound?

**Mr. JOHNSON.** Yes; and this is deep water [indicating]. It is a large tract. Here is American Lake [indicating], and the Geological Survey says that its length is about 4 miles, and that conforms to the statement just made by the Admiral. You can see it is shallow and narrow there [indicating], there being a little island in it. There is the lake, at an elevation of about 220 feet. All of that land [indicating] is gravelly prairie. The whole tract was proposed for the Government as a military camp because it was not particularly desirable agricultural land, except down in the sloughs. It is an ideal camp site. It is a great bed of gravel, left there by receding glaciers. It is comparatively level, and on the little hills are trees. This is only scrub timber [indicating]. I have pictures of it there.

**Mr. STEPHENS.** What is that line running clear through there?

**Mr. JOHNSON.** That is the railroad.

**Mr. STEPHENS.** And Camp Lewis is away down below there?

**Mr. JOHNSON.** Camp Lewis is on both sides of this railroad, and it has a water front on one side of the lake.

**Mr. STEPHENS.** Is not Camp Lewis on both sides of the lake?

**Mr. JOHNSON.** Yes; but the title to all of the land on American Lake is not in the Government. The line runs, as nearly as I can draw it, somewhat like that [indicating]. Here is the parade ground and buildings of this enormous camp site.

**Mr. McCLINTIC.** How far are they from Puget Sound?

**Mr. JOHNSON.** I should estimate 3 miles from the buildings. Now, here is your deep water and here is the bluff that has been described [indicating]. Comparatively all of it is gravel and I think it can easily be graded, because the railroads grade as they please at little expense. Here is all the area you want [indicating]. The recom-

mentations I heard this morning suggest the taking of other tracts of land, and that means in this vicinity [indicating].

Admiral PARKS. Taking everything from the Du Ponts up to this part of the lake and then up to the sound?

The CHAIRMAN. Five thousand acres have been suggested.

Mr. McCLINTIC. Do we own the title clear to the Puget Sound front?

Admiral PARKS. All except the Du Ponts.

Mr. JOHNSON. I think we have title to something like 60,000 acres of land.

Mr. SWING. How do you propose to get the planes up there?

Admiral PARKS. By an incline plane and road—just a truck road.

Mr. JOHNSON. That land is so level and the contour is such that in the old days, before we had automobiles, I rode all over the section shown there with a bicycle, my wife with me, and we picnicked here, there, and everywhere. It is an out-door country.

Mr. PADGETT. What is the elevation between the level of the sound to the left, to the west, and the level of the water in American Lake?

Mr. JOHNSON. The sound is at sea level, while American Lake is about 220 feet. Here is a very interesting thing. This lake [indicating], connected only by a bed of gravel between, is 28 feet lower than this one [indicating]. This lake [indicating] gets its supply from springs; it is clear, cold water. The water flows away by seepage, escapes through the gravel, and goes out through underground passages, probably to the Nisqually River.

Mr. PADGETT. What is the elevation of that intervening space of land between Puget Sound and American Lake?

Mr. JOHNSON. At this point on the bluff [indicating] the elevation is about 100 feet in my opinion; then it slides back, gradually rising a little bit, until we reach American Lake, where it is about 200 feet, and the average elevation of that tract is 200 feet above sea level.

Mr. PADGETT. The incline plane railroad that the admiral was speaking about would run up over 200 feet and then get into the lake?

Mr. JOHNSON. Not necessarily 200 feet at the rim or bluff. I think, if this tract of Federally owned land is available at all, that a landing site would be made there, off of those bluffs; they are not all abrupt and precipitous right into the water. Approaches would be made exactly as the cities on Puget Sound have made their approaches to the water front.

Mr. PADGETT. The railroad runs alongside of Puget Sound, does it not?

Mr. JOHNSON. Yes.

Mr. PADGETT. So that the railroad would intercept the passage of the planes from the water to the land?

Mr. JOHNSON. Yes.

Admiral PARKS. Our inclined plane would pass over the railroads.

Mr. PADGETT. I know that, but my point is that if you attempted to place the station and landings on Puget Sound it would be necessary to have your road cross the railroad tracks.

Mr. JOHNSON. All the west side of all Puget Sound is pretty well bounded by railroad tracks. The railroad could be carried under trestles or tunnels; it is Federal property there, outside of the railroad right of way, but the railroads have always accommodated the public interests.

ADMIRAL PARKS. There is no necessity of making a tunnel; all that necessary is to put your incline railway over the right of way of railroad.

MR. PADGETT. You are talking about getting over it to American Lake, but I am talking about establishing it on the east bank or shore of Puget Sound, right along that railroad space there, and you have available land there, have you not?

ADMIRAL PARKS. Yes. You would run your incline plane up to feet in a very short distance.

MR. PADGETT. I want to get away from the incline plane and put station alongside of Puget Sound. Can that be done?

ADMIRAL PARKS. That is deep water, but there is not enough land in it.

MR. PADGETT. Well, on the other side of the river.

ADMIRAL PARKS. Yes; I believe it could be put on the other side of the river, but a large amount of filling would be necessary to make efficient area on Puget Sound.

MR. PADGETT. And in order to get to the other one you have got to go up those planes over a 200-foot hill?

ADMIRAL PARKS. Yes; you bring it up 220 feet here [indicating], then it is practically level to the lake.

MR. STEPHENS. Is that 220 feet there?

MR. JOHNSON. I do not think it is all 220 feet.

MR. STEPHENS. I understood from your remarks that it was perhaps something over 100 feet.

MR. JOHNSON. I have seen that bluff many times, and while it is as long as a bluff, there are gullies in it, or gulches.

MR. SWING. The elevation of the water in American Lake is 220; is that right?

MR. JOHNSON. Yes.

MR. SWING. There is intervening land between there and the land that is higher than that, because the land slopes down to American Lake, does it not?

MR. JOHNSON. Not to any extent. You might describe the whole thing as a plateau 200 feet higher than Puget Sound.

THE CHAIRMAN. Is it possible for the Government to get a site for station on Puget Sound?

MR. JOHNSON. Yes.

THE CHAIRMAN. It is?

MR. JOHNSON. I think so; without doubt.

THE CHAIRMAN. Point out the place.

MR. JOHNSON. Right here [indicating]. My whole purpose in coming here is to urge that the Government use this property if it can be so used. If unemployment continues the grading will be a very cheap proposition. If the Navy wants to buy a project, one on Puget Sound, they can use the whole Nisqually Flats, just off of Government property. That is low land, and low priced. Here the ship docks of the Du Pont Powder Works, and here the same of a bluff [indicating].

THE CHAIRMAN. They are right down on the sound, are they not?

MR. JOHNSON. There is the bluff, though.

THE CHAIRMAN. Is the Du Pont factory built on the bluff?

Mr. JOHNSON. Their factory lies back above the bluff. There are detached factories on account of making high explosives. This place was purchased by the Du Pont's several years ago.

Mr. PADGETT. Handling powder freight up that hill is a very different proposition.

Mr. JOHNSON. Well, not at this place. We have had no loading accidents at the Du Pont Powder Factory.

The CHAIRMAN. It is proposed to establish a station somewhere in that vicinity for aviation purposes. It will be necessary to have if we can obtain it, deep water as close to this station as possible and access to the ocean, if possible, through Puget Sound. The Government, as has been stated, has 60,000 to 80,000 acres in that area; I do not know exactly how much, but plenty of land in Camp Lewis, and my thought is this: That we get just as close as we can to a big city, where the people can live, so that we will not have to build houses for workmen and where we will not have a great overhead charge. Now, Admiral Parks has stated that some attempt has been made to test out the air conditions at Camp Lewis, and that they have been found very favorable.

Mr. JOHNSON. I have a letter from Rickenbacker, the American flying ace, who has been at Camp Lewis, and he gives it his warmest indorsement. The captain of the dreadnaught *Tennessee* and some of his officers recently toured this site and it impressed them favorably. If it is possible I would like to have that captain called before the committee.

The CHAIRMAN. That is a great big map and it covers a great deal of territory. For my own assistance I would like to have, if it is possible, some one point out to us where we can get sufficient ground for this purpose on Camp Lewis, as close as possible to Puget Sound.

Mr. JOHNSON. How would this section of land right here do [indicating]?

The CHAIRMAN. I do not know.

Mr. JOHNSON. And I do not know, because I am not an engineer. But if you do not like this section here is one [indicating]. Admiral Parks suggests a portion of each one of these sections of land as desirable and available.

Mr. PADGETT. That is for the lighter-than-air machines.

Mr. SWING. Let us have the admiral point out what he had in mind.

Mr. MCCLINTIC. I want to ask the admiral whether we have any aviation at the Camp Lewis Army post, any Army aviation?

Admiral PARKS. The letter I read indicated that there had been aviation there. That is the only statement I have and from it I infer that they have aviation activities there, but I have not asked that direct question.

The CHAIRMAN. That is all susceptible of proof.

Mr. JOHNSON. Let me say this: Some aviation was going on there during the war in the way of training. After the armistice and after the reduction of the Army naturally the troops at Camp Lewis fell to a minimum. Recently all the troops at Camp Pike, Ark., have been transferred to Camp Lewis. It is one of the camps determined upon by the War Department to be a permanent camp, on account of this remarkable site. Undoubtedly as the Army and the Navy become consolidated and in liaison in conducting aircraft work



aviation work will be there as a part of the Army, to a certainty, both lighter than air and heavier than air.

Mr. McCLINTIC. The reason I asked that question was to get around duplication. If the Army is maintaining a proper aviation station and has proper buildings there at this time, then it might be possible to get information from the Army.

Mr. JOHNSON. I may have to stand single handed in the contention that this be a joint site for Army and Navy aviation. I may have the opposition of the Aviation Club of Seattle, which is interested in one site and has been for a long time. I may find myself in opposition to both of our Senators on this. But I shall think that I am right, for I note that this bill carries an authorization for a certain large sum of money, to be followed by the authorization of another large sum of money, and even if I am single handed I will protest against Congress making these authorizations now or for the future, when for nine years there have been authorizations for needed river and harbor development in the State of Washington that can not be carried out because the money is not on hand and can not be appropriated.

Mr. McCLINTIC. I want to ask this question: If the Camp Lewis Army post has adequate aviation development, would it be necessary to appropriate or are you in favor of appropriating money at this time to establish a duplicate naval aviation camp right at the very door of Camp Lewis?

Mr. JOHNSON. I am not. This site lies between two great cities; it is about 25 miles from the Bremerton Navy Yard; both cities have great machine shops and both are labor centers; one is the terminus of three transcontinental railroads, where they make everything from car wheels up.

Mr. McCLINTIC. Then would it not be better to make a further investigation and find out about the development of Camp Lewis as it relates to aviation?

Mr. JOHNSON. I agree with the gentleman entirely, and I think that before this committee authorizes any large sums of money for a second site it would pay Congress to send this committee out and see the proposed sites.

#### COMMITTEE ON NAVAL AFFAIRS.

#### HOUSE OF REPRESENTATIVES.

*Tuesday, October 11, 1921.*

The committee this day met, Hon. Thomas S. Butler (chairman) presiding.

#### STATEMENT OF REAR ADMIRAL C. W. PARKS, CHIEF OF BUREAU OF YARDS AND DOCKS.

The CHAIRMAN. I have a telegram which the clerk will please read. The clerk read the telegram, as follows:

CHARLESTON, WASH.

Hon. THOMAS F. BUTLER,

*House of Representatives, Washington, D. C.:*

An aviation site at the head of the bay above Charleston, five-eighths of a mile wide and 1½ miles long, can be developed with a minimum amount of grading. It is not exceeding 3½ miles from the west gate of navy yard, Puget Sound. The State has appropriated the money, purchased the right of way, and will let the contract

for a water-level State highway within 30 days connecting with the paved streets of Charleston and the proposed aviation site. We will put up \$50,000 bond obligating us to clear the land for \$150 an acre. We will guarantee to secure the site for \$100 per acre. You understand that there is open navigable water from the navy yard to the site. We know that we are without political pull, but we know that we have incomparably the best site offered for an aviation base. Why build another great manufacturing plant when you have the navy yard plant? We hear a great deal about economy from Washington. We would like to see economy and practical advantages win over pork and political pull.

CHARLESTON CHAMBER OF COMMERCE.

The CHAIRMAN. Admiral Parks, can you point out on the map that point? I never heard of Charleston.

Admiral PARKS. There are two residential districts adjacent to the navy yard, at Bremerton on the east and Charleston on the west, immediately adjacent to the yard.

Mr. PADGETT. They are really parts of one town?

Mr. STEPHENS. The town that we went through?

Mr. PADGETT. The street divides the two towns, Bremerton and Charleston.

The CHAIRMAN. As I understand, Mr. Padgett, Charleston is really a suburb of Bremerton?

Mr. PADGETT. It is right adjoining.

Admiral PARKS. At the north of the navy yard they adjoin, but the populated parts are somewhat separated. There is a populated section immediately adjacent to the west gate of the yard, which is Charleston, and another one at the east gate, which is Bremerton.

The CHAIRMAN. Did any of the members of the commission go to this point called Charleston?

Mr. PADGETT. I never heard of it when we were out there.

The CHAIRMAN. Admiral, if you are well enough acquainted with the locality to speak definitely about it, we will all be indebted to you.

Admiral PARKS. The site to which they refer is beyond Charleston on the south and it is at the head of Sinclair Inlet. You will notice by the chart, if you can see, that the deep water comes up to a point about here [indicating], 12 feet, and that brings the 6-foot line up to this point [indicating] and the shore line here [indicating]. That valley [indicating] is the one referred to in the telegram and is the area that Miller told us the other day had a lot of good farms in it. It apparently is not bad for a lighter-than-air station, in view of the direction of the wind, which is from the southwest. Its principal objection may be that the hills on either side of that rather narrow valley are higher than convenient, perhaps, an average of 400 feet.

The CHAIRMAN. The area is said to be five-eighths of a mile wide and 1½ miles long and can be developed with a minimum amount of grading?

Mr. McCLINTIC. What do they mean by "minimum amount of grading?"

Admiral PARKS. You have asked me a hard question.

The CHAIRMAN. Is there anyone here who has information as to how high the hills are?

Admiral PARKS. On the map the contours stop before reaching the top of the hill, but they are approximately 400 feet on that part of the inlet.

Mr. McPHERSON. Are these hills merely bluffs?

Admiral PARKS. They are rather steep hills.

**Mr. McCLINTIC.** Does the map show the depth of water immediately adjacent to this proposed site?

**Admiral PARKS.** Eighteen feet at the point I showed you first, and six feet at the other. There is 30 feet of water at this point [indicating].

**Mr. McCLINTIC.** Where the 30 feet of water is to be found, is that immediately adjacent to this proposed site?

**Admiral PARKS.** It is about a mile from the front that would be developed.

**Mr. PADGETT.** If I understand you, that is a narrow cove that runs up in there to that inland lake, with hills on three sides of it?

**Admiral PARKS.** On two sides.

**Mr. PADGETT.** But it runs to a point on the other side?

**Admiral PARKS.** That is quite a way off.

**Mr. PADGETT.** Would not the lighter-than-air craft coming in there or the heavier-than-air craft have to come around and be limited to one direction?

**Admiral PARKS.** I think that the lighter-than-air could come down either way, but the heavier-than-air would be limited to one direction, coming up against the wind.

**Mr. PADGETT.** When we were at Sand Point they told us that that was one trouble—that the lighter-than-air could not come over the hills that were about 800 feet high south and west, and would be limited to southeast and northeast, coming in on the water side and the north side, that great heavy bulk could not come over the hills, over 400 feet high, and could not come down so rapidly on the 400 acres, where you have a place narrower than Sand Point.

**Admiral PARKS.** Sand Point has its hills principally on the west.

**Mr. PADGETT.** And the south?

**Admiral PARKS.** And one on the south.

**Mr. PADGETT.** Which is right abrupt. This one has it on the north and the southeast.

**Admiral PARKS.** Northwest and southeast.

**Mr. PADGETT.** They have to come over those high hills, and the drop is too sudden for one of those lighter-than-air machines, so large and bulky as it is.

**Admiral PARKS.** It is just a question of how long that valley is.

**Mr. PADGETT.** And how wide is it?

**Admiral PARKS.** I would not think of coming across that with a ship.

**Mr. PADGETT.** That is what I am talking about. There are two sides to come across. You either have to come in from the south

**Admiral PARKS (interposing).** No; go up to the head of the valley and come down from the northeast.

**Mr. PADGETT.** The only conditions I consider are coming in with the wind or against the wind; that is, limiting the directions to the northwest and southeast.

**The CHAIRMAN.** Its proximity to the navy yard at Bremerton; that feature would be attractive to me, and the nearness to the water, but whether or not there are accommodations for it, I do not know. It is approximately 5 miles.

**Mr. McCLINTIC.** From the Bremerton Navy Yard?

**Admiral PARKS.** Yes, sir; but those hills are bound to keep the air currents pretty nearly in the same direction, more nearly so than

at Sand Point. The records at Sand Point indicate a considerable variety in the prevailing direction of the wind, dependent on the season and the storms. The storms have quite a different prevailing direction from the wind at 7 miles and less in velocity. They are mostly from the west and southwest.

Mr. McCLINTIC. How far is this proposed site from the Camp Lewis parade grounds?

Admiral PARKS. It must be 40 miles.

Mr. McCLINTIC. If we should select the Camp Lewis site it would not be necessary to spend several hundred thousand dollars to grade the land for a landing place?

Admiral PARKS. Not at all. At Camp Lewis I have asked for estimates on certain conditions; that is, a difference of 3 feet elevation in 400 feet horizontal distance. On that they gave me something over 700,000 yards for grading, but that is altogether more than you need, even with a ship a thousand feet long and, say, six or seven million cubic feet capacity.

Mr. PADGETT. That is the reason I was calling attention to it. You speak of a ship a thousand feet long going in there. That valley, like all of them, is irregular and the size, five-eighths of a mile, is about 1,100 yards, and it would be necessary for a great big ship, a thousand feet long, to anchor and land in between those hills that was just three times the length of the ship. That is demonstrated right on the face of it.

Admiral PARKS. I think the reason the dimensions are mentioned in the telegram, without knowing why, is that that is approximately the area that we asked them to consider at Camp Lewis; that is, 3,000 feet wide and 6,000 feet long.

Mr. PADGETT. There you have the whole space beyond that; you are not hemmed in with the hills?

Admiral PARKS. No; you have thousands of acres practically flat there in addition.

The CHAIRMAN. We would have to buy this ground at this point and pay for it?

Admiral PARKS. Yes.

Mr. PADGETT. It is improved in cultivated fields.

Mr. DARROW. The telegram specifies \$100 an acre?

Admiral PARKS. Yes, sir.

Mr. McCLINTIC. What is the use of buying land when we have land which is suitable?

The CHAIRMAN. Admiral Parks, if you will suspend, we will ask Mr. Miller whether he has read this telegram.

Mr. MILLER. Yes; I read it hastily.

The CHAIRMAN. Have you anything to say to us?

Mr. MILLER. Yes, sir. I have seen this tract of land. On the occasion of a visit to the navy yard Senator Poindexter and myself were taken out to this proposed aviation-base site by the commandant of the navy yard, Admiral Hoogewerff, and a delegation from the Bremerton Chamber of Commerce, and looked over this tract of land. I am frank to say that I am not an expert on the selection of an aviation base. There are certain fundamentals which I have observed at many of the aviation bases which I have visited. This tract of land is at the head of the bay, some 3 miles from the Puget Sound Navy Yard. It is a level tract of land.

As you approach the head of the bay the depth of the water recedes and finally comes to what we call in our country a tide flat at the end of the bay. This is a small tide flat, with a little valley going up between the hills, the hills on either side being probably 300 or 400 feet high. I did not particularly observe the height, but I know they are substantial hills. The valley, I should say, is somewhere between a half and three-quarters of a mile wide. It is level and would be particularly available as an aviation base. There are farms scattered all through that valley, good, productive farms, such as we have in our country, 40 acres, 80 acres, some larger and some smaller, with the usual homes and outbuildings of a thrifty agricultural community. The valleys in our country are comparatively few, but they are very fertile and the land in the valleys where it is clear is valuable. There is a creek coming down through this valley that carries off the water from the watershed. It angles and crisscrosses in the customary creek fashion. I do not know on what side of the creek the greater acreage of land is. I did not go up the creek far enough; I just observed it from the elevations, particularly the bridge spanning the creek. The State highway crosses the mouth of this valley on which there is a grade. It is graded up probably 5 or 6 or 7 feet.

The CHAIRMAN. Are there truck farms there?

Mr. MILLER. Yes, sir; truck farms, orchards, and the general agricultural layout.

The CHAIRMAN. And they furnish produce to the cities?

Mr. MILLER. Yes, sir; they have not only a ready market at Bremerton, but at Seattle, Tacoma, and various other points.

Mr. DRANE. What is the fair value for that land, per acre?

Mr. MILLER. I do not know that I can tell you; I did not inquire.

Mr. PADGETT. What does the land ordinarily sell for, where it is well situated and is fertile and productive?

Mr. MILLER. The land in the White River Valley, adjacent to Seattle, good agricultural land, is worth from \$350 to \$400 an acre and has been worth that for the last 30 years to my knowledge.

Mr. DARROW. Do you know the distance between the hills; how far apart they are?

Mr. MILLER. No. As near as I could get to it would be just simply my judgment or a guess; in other words, to be right frank, I should say half a mile, something in that vicinity.

Mr. PADGETT. And that is split by a creek?

Mr. MILLER. Yes, sir. All of those valleys have a creek to carry off the water.

Mr. PADGETT. And it is also divided by the State highway?

Mr. MILLER. I will tell you who can give you more information about this particular locality than any human being, and that is Admiral Coontz, who was stationed at Bremerton for many years and who took a great interest in trying to pick out some location as an aviation base in the northwest. Admiral Coontz was within 3 miles of this land all the time that he was at the navy yard, and I should think that his observation and knowledge would be very reliable.

The CHAIRMAN. Admiral Parks has already said that the air conditions there are not favorable; that the air conditions would not be good in that valley.

Mr. McPHERSON. The chairman and I must have misunderstood Admiral Parks about the air conditions not being favorable.

The CHAIRMAN. For lighter-than-air, not heavier-than-air machines. Is that right?

Admiral PARKS. The air conditions there are such that you are limited with the heavier than air to a southwest or northeast direction. That is, you have no chance on the two sides where the high hills are to maneuver; you have too narrow a place in which to maneuver, but on account of the prevailing condition of the wind there the lighter-than-air machine can be handled in a southwest or a northeast direction satisfactorily.

Mr. MILLER. Where is that, at this point?

Admiral PARKS. At this point [indicating].

Mr. MILLER. There has never been any lighter than air or heavier than air machine there?

Admiral PARKS. No, sir.

Mr. MILLER. Seattle is the location of the Boeing airplane factory, which received the largest order for the construction of airplanes for the Army that has been let since the close of the war, and they are engaged extensively in the manufacture of airplanes.

Mr. PADGETT. That is the one we went through when we were in Seattle?

Mr. MILLER. Yes, sir.

Mr. McCLINTIC. Did you say for the Army?

Mr. MILLER. Yes, sir. It obtained a contract for something like 150 or 200 pursuit planes, in competition with the airplane manufacturers of the country, East to West, and the Boeing Co. have long been engaged in the manufacture of airplanes and the flying of them. We have more airplanes flying over Seattle in one day than they have in Washington City in a week. Now, those practical aviators know considerable about the operation of airplanes in that mountainous country. Whether they would know anything about operating airplanes in this particular country over the navy yard I do not know, because I know of no landing field over there where an airplane has ever dropped down.

Out at Sand Point Lieut. Nuhremburg has been making flights for I don't know how long, and various aviators from that point come and land and take the air as conditions are now. The Boeing Co. has always got its machines sailing around over Lake Washington, turning them out one way and another. The Boeing Co., who not only make airplanes for the Government but for private concerns, was established some 16 or 18 years ago with that little factory out there and has developed into quite an institution. Some of these men could give the committee some valuable information regarding air conditions the country over.

It is a peculiar country. It is not like the broad prairie country of Illinois or like the broad sweeps of land on the Atlantic coast. The Pacific coast is a bold, rocky coast from Point Barrow to Cape Horn. It is the rockiest continuous coast in the world. The shore line of Puget Sound, which has something like 1,700 miles, isn't a rocky shore line, but consists almost exclusively of eroded hills, very abrupt, sometimes 200 to 250 feet high, coming almost perpendicular down to the water, with the whole landscape east, west, north, and south covered by a dense growth of timber. The ordinary yield of

timber in the Puget Sound country will run from eight to twelve million feet a quarter-section. Now, this whole country is covered over with that kind of growth of timber, but the country is rough.

Once in a while you will come to a valley at the mouth of a river where a wash has extended out and made a broad, level tract of land. Those are very, very valuable agricultural lands. Ordinarily the tide ebbs and flows over them or parts of them. They have diked in vast areas of that land and in the process of the seasons the salt has evaporated and they have become intensely valuable agricultural lands, yielding from 140, 160, to 190 bushels of oats to the acre. It sounds almost unreasonable, but this fertility has created a corresponding value of those lands. Whenever a mountain river comes down and has a considerable watershed, you will find a right considerable tract of land—at tide it will be overflowing. Those conditions do not obtain at the Camp Lewis site. We call it a mountain prairie in our country. It is the best example we have. It is a large tract of land, probably of ancient glacial drift, covered with washed gravel. There is no other gravel on the entire Camp Lewis site except washed gravel, indicating it is of ancient glacial drift. That is on the prairie benches some 200 feet above Puget Sound that we have these eroded hills, perpendicular in places. At places they are washed down. That is the coast line in front of Camp Lewis.

When you get back up on this prairie at Camp Lewis—a large tract of land—it is a comparatively level prairie and is something of a relief from the general topography of the country, and very unlike it. This prairie is not a prairie in the strict sense, because there are trees all over it here and there, little clusters; and here and there a stunted fir tree; not heavily timbered, because the land is too barren. Then there will be a growth of underbrush and then there will be an open space. The photographs here show what kind of land it is.

Now, many years ago the State purchased some 16,000 acres of land out there for the State militia—sort of maneuvering grounds where the State encampments are held on this American Lake we speak about here and that is now held by the State—some considerable tract where the State militia have their regular annual encampments.

A few years ago, by a very patriotic impulse and highly commendable campaign, the people of Pierce County, of which Tacoma is the county seat, purchased an area of this mountain prairie I speak about, I think at an expense of about \$2,000,000, borne at the expense of the county, I understand, and gave a deed of the land to the United States Government. That was before the war and was given as an Army camp. There are no naval activities there. The Government accepted that.

I had considerable to do with it in the Military Affairs Committee of the House. It is maintained now as divisional headquarters. Like the ordinary cantonment, it is of temporary character. All the buildings are of the ordinary cantonment type that will be utterly useless in a few years. There are no permanent buildings there. I have been over it time and time again. It is probably the best

Army camp site in the United States, and I think I have visited nearly all of them.

The drainage is perfect. The land is high and dry and it is readily accessible to the city of Tacoma by turnpike roads. I think it is about 14 miles to the center of the city. It is also accessible by street car line, which was constructed there years before the cantonment was put in, for the accommodation of these National Guard maneuvers of which I spoke.

I know the body of land surrounding American Lake very well. It is one of those prairie lakes—nice little lake. There are streams coming down through this prairie that flow into this American Lake. The streams are beautiful, with crystal water coming from the mountains.

The health of the camp site is one of the highest in the United States, and when troops are out maneuvering, these creeks afford ample opportunities for all kinds of training in the shape of foot baths and all those kind of things.

I don't know of a better place in the world for a camp.

But for a naval aviation base, we are talking something about a horse of a different color. I have always thought that the question of a naval base was a strategic one, pure and simple, the same as a fortification of any kind, and that to adapt ourselves, to be a child of expediency, in locating what should be of strategic value, we are getting into strange fields for the location of a military or naval utility of that kind.

The CHAIRMAN. Will it annoy you if I make an observation?

Mr. MILLER. Not a bit. I will be glad to have you, Mr. Chairman.

The CHAIRMAN. I thank you, Mr. Miller. Just as a Member of Congress, I would like, when the time comes, to vote for a locality where we could have nearness to a navy yard so as to avoid the necessity of many buildings and many shops. Now, I think you will agree with me, it is quite desirable in these times, to have it all under one administration. I have it in mind, Mr. Miller, that there must be an air station in that country somewhere. If we could obtain a field along the water—mind you, this is for naval aviation—it seems to me we should be as near the water as possible. If we could get right on it it would be much better. The air conditions must be all right and favorable. The necessity of the Government expending large sums of money to erect shops, administration buildings, and quarters is something to avoid, if possible. We must be careful about every penny that is spent.

Mr. MILLER. I fully appreciate the position of the chairman and very much concur. I know the conditions at the Bremerton Navy Yard as far as quarters are concerned. In the event there are other activities upon Puget Sound Navy Yard, where a larger number of officers would be stationed, than at present, provision would have to be made for additional officers. The Bremerton Navy Yard accommodations would have to be made larger. Additional quarters would have to be constructed.

Mr. PADGETT. Is the development of that area restricted? Is the land limited in area?

Mr. MILLER. Oh, yes; about 345 acres in all in that vicinity. In one end of the yard the Marine Corps activities are located with their barracks, splendid hospital, and number of officers' quarters, all of these being constructed of brick and of the most permanent type;



and character of buildings, and the coaling station and various activities. During the war it was covered almost all over by temporary buildings.

**The CHAIRMAN.** They have a very large administration building here, too, have they not, where they accommodate the civilian force Bremerton Navy Yard?

**Mr. MILLER.** Well, not a large building. It is not a separate building.

**The CHAIRMAN.** It is sufficient for the present purpose and to accommodate any that might be added for the aviation branch?

**Mr. MILLER.** I think so; but the building of which you speak is the second story of one of the industrial buildings.

From the chairman's definition and the desirability we all recognize a proposed aviation base in the vicinity of the Bremerton Navy Yard. So far as the amount of land is concerned, it might be very desirable to have further investigation of this site indicated in this program. I would not put up my judgment, but it would be perfectly available.

**The CHAIRMAN.** I confess I would like to know from men who are experienced in the Air Service what these air currents are like there—whether or not they are so unfavorable as to make it not exactly dangerous but would not furnish us a desirable place. I would like to know from whom we could get that information and Mr. Miller suggested Admiral Coontz. I am not sure Admiral Coontz would be regarding the aeroplanes. I think your suggestion is an entirely fair one that we should make some investigation of that locality, and I confess now that I do not know who would be the official to call on to give us the information that we ought to have.

**Mr. PADGETT.** He says Admiral Coontz is familiar with the lines of the topography, and then I would suggest we call Admiral Coontz, who is at the head of aviation.

**The CHAIRMAN.** Yes; and I suppose he would furnish us, not through himself but through others, information that we ought to have.

**Mr. MILLER.** It might be well—I just throw out this suggestion to the committee—this Capt. Nuhremburg, who is an Army aviator stationed in Seattle in connection I believe with the State university, is perfectly familiar with all the territory in the vicinity of Sand Point, going up and coming down every little while over there. He might know something about this whole locality. I think you might gain as an entering wedge the most satisfactory evidence as to topography and contour of this country mentioned in that telegram from Admiral Coontz. That is the only information I can give you. Any member of the committee has anything to ask, I would be glad to answer it if I can.

**The CHAIRMAN.** We feel that way about it, Mr. Miller.

#### **STATEMENT OF HON. ALBERT JOHNSON, MEMBER OF CONGRESS FROM THE STATE OF WASHINGTON.**

**The CHAIRMAN.** Mr. Johnson, do you know anything more than what Mr. Miller has proposed of what is known as Charleston?

**Mr. JOHNSON.** I think Representative Miller and Admiral Parks have fully described the proposed site at Charleston, near the Bremer-

ton Navy Yard. But if it is a proposition of land p call attention to the site offered here the other day on Nisqually flats, which is offered at a low cost. But and all other costs must be considered. I say to the it is with regret that I make the contention here that to make. It is not pleasant for any western Member a committee and oppose anything that his colleague, his State, desires. The people who developed the are, of course, insistent, and have been at it for man

It developed, I suppose, from the activities of this Co., and the activities of that company led to the fo Aerial Club of Seattle, of which many naval men ar many others are members, and that led to the purch out at Lake Washington, 400 acres, to donate to th tingent on the Government agreeing to spend large for its development. It may be well to look at the a site at some strategic point from a point of public what will the public say if we allow a permanent ca strategic point to go to ruin? What will the public for the initial development for a naval base, when northwest we have been unable to secure \$800,000 sum, from the Government in the last few years for authorized by Congress. As a friend of Seattle, I w see a great naval activity developed at Sand Point Washington, but, personally, I think it is a poor si though not in opposition to Representative Miller of that for 20 or 30 years the aviation needs of the satisfied with the large tract of gravelly prairie wh Camp Lewis, near Tacoma, and owned by the Gove or 30 miles by air line from the Bremerton Navy Ya

I am willing to go a little further. I am satisfie years that Army aviation and naval aviation will b bined. Sooner or later if we have two projects out desired to put them together.

The CHAIRMAN. I don't know about that. I am this: when we get a site, to get some place where these naval planes. What we have in mind is to get a and get as near an already established station as poss step further, and say, for as little money as possible, a if that can be done.

Mr. JOHNSON. My observation is this; that on the Pacific Ocean, with exceptions, is rough, and har frontage wherever found are valuable. But Puget rough and not rocky, and these deep water sites valuable. Those of prime importance were "bottled" companies years ago. Water fronts are the thing out cantonment with its deep water frontage is a gift to t Now, then, if the water sites of Tacoma, the harbor facilities, are valuable, and if the great water front value, why should not this big water front site bac valuable? By washing away some of that gravel bank it could be done. If a man were projecting a ci side of what is the Camp Lewis site, he would wash or one-third of a mile in 10 days, make his appro

ves, and the thing would be done. The Army saw the value of water frontage, and insisted on having it as part of the cantonment site.

It is suggested that a former Army aviator now in the employ of a university be called. I suggested the other day if we are going to call all experts that we call the American Ace, Rickenbacher, who has flown all over this Camp Lewis site in a machine.

THE CHAIRMAN. Where is he?

MR. JOHNSON. I think we can find him if we have a little time. Now, I am informed that the commanding officer of the dreadnaught *Neosho* and his principal officers had visited this site and were flown over the country around there, over an area as large as a county in the Eastern States, and were very favorably impressed. Furthermore, I was asked to find proof that the Government owns this tract, to make investigation and find it is impracticable to obtain photographic copies of the deeds and papers which are voluminous.

THE CHAIRMAN. We do not want those.

MR. JOHNSON. So I wrote the Adjutant General and asked him to furnish me a statement as to the area, also as to the possession of the title by the War Department, and any other statement that may satisfy the members of the Naval Affairs Committee that the area is large enough for the use of the Army and the Navy for aircraft purposes.

The letter is as follows:)

OCTOBER 10, 1921.

ADJUTANT GENERAL,  
*United States War Department.*

SIR: The Committee on Naval Affairs of the House of Representatives has been holding hearings with a view to establishing an aircraft base in the North Pacific

at a portion of the Camp Lewis cantonment site the use of which has been suggested. At the hearings Friday the chairman desired to be assured that the United States Government holds complete title to the area in question. I was asked to furnish copy of the title.

Considering this impracticable, I shall be under obligations if you will furnish to me a statement as to the area; also as to the possession of the title by the War Department, and any other statement that may satisfy the members of the Naval Affairs Committee that the area is large enough for use of Army and Navy aircraft purposes. Thanking you in advance, I am, with personal regards,

Yours, sincerely,

ALBERT JOHNSON.

MR. JOHNSON. Now, Mr. Chairman, having gotten thus far into the matter and having offered this site at the request of the people of Tacoma, who made the financial gift to the Government in time of war, I shall feel obliged to introduce a bill which will probably come to this committee providing in words the designation of a portion of Camp Lewis to be used as a naval aviation camp base. I feel bound, knowing the condition of the Federal Treasury and the conduct of the administration, of Gen. Dawes, and others for retrenchment; knowing also that I am unable to secure favorable action on two little bills for surveys of rivers, neither of which would cost over \$200, for fear that they would lead to some later Federal appropriation, I shall feel at least obliged to oppose the appropriation of this money by a committee of Congress.

THE CHAIRMAN. Have you any idea what it would cost the Government to make a camp site of Camp Lewis?

Mr. JOHNSON. I have wired for information, for wall maps, for estimates. You have the grounds. The grading would be light cost.

The CHAIRMAN. That would start a brand new, separate establishment?

Mr. JOHNSON. Yes, sir.

The CHAIRMAN. Absolutely disassociated with the naval affairs as now.

Mr. JOHNSON. If the naval station at Bremerton can not have flying base 30 miles from the naval station there is not much in flying business. Bases around Washington, D. C., are some distance from headquarters.

The CHAIRMAN. Oh, yes. Some of us have had some practical demonstrations given us in the committee room.

You will get nothing there, Mr. Johnson, but the ground.

Mr. JOHNSON. That is all, except American Lake, and the water frontage on Puget Sound.

Mr. BARNES. Representing Bremerton, may I just say a few words? I just want to make a few observations relative to the matter.

The CHAIRMAN. Certainly.

**STATEMENT OF MR. J. E. BARNES, REPRESENTING BREMERTON NAVY YARD, BREMERTON, WASH.**

Mr. BARNES. The Charleston site is at the head of the bay. Of course, I am very familiar with the country, as a lot of you know. I just want to answer two or three questions. The creek is a small creek, from the head of which Bremerton, Charleston, and other places and the navy yard get their water supply. The road as projected by the State law, which is a water front road, can be easily moved back of the site. I would also call your attention to the fact that a very large building was erected in Bremerton during the war, a permanent brick and cement building. It is right in the yard grounds and cost the Government something like \$350,000. It was and is used as a hotel. I was in charge of the housing program for the Housing Corporation and the building was put there so it could be used for administration or other purposes which the Government might desire. As I say, it cost the Government something like \$350,000, is not that right, Mr. Miller?

Mr. MILLER. I have not the figures at hand.

Mr. BARNES. I am not very far off, I am sure.

Mr. PADGETT. That is located right in the grounds?

Mr. BARNES. It is a very large hotel in the Bremerton Navy Yard proper.

Mr. PADGETT. And is in the Bremerton yard?

Mr. BARNES. Yes, sir; it belongs to the Government.

Mr. MCCLINTIC. And is not being occupied at the present time?

Mr. BARNES. Only about one-half or one-third is being used. Used as a hotel.

Mr. MCCLINTIC. Who operates it?

Mr. BARNES. It is operated by a man named Hallam on a lease simply to keep up the building. That is, whatever he pays for goes toward the upkeep of the building.

Mr. McCLINTIC. He virtually gets it free?

Mr. BARNES. Yes, sir. Paying about \$500 a month and this goes into an upkeep fund.

The CHAIRMAN. There would be plenty of room for officers' quarters?

Mr. BARNES. Yes, sir. I do not like my friends to speak disparagingly of frame buildings. However, the hotel is fireproof and not frame. I know frame buildings which have been standing for many years. A frame building is not always temporary. On the matter of cost, the first or second cost on that site, there was a lot of fine machine work done at the yard during the war and the force has been reduced from over eight or nine thousand during the war until now it is only about 4,000, and there are certainly a number of machine tools at the station which are not being used now. There is more ground at Bremerton than is covered by all the private repair yards in New York Harbor.

The CHAIRMAN. That is very interesting. You believe there is within the Bremerton yard and on Government property machine shops and places where the officers could reside?

Mr. BARNES. I would not say that; but there is plenty of space in the grounds to build more homes.

The CHAIRMAN. To accommodate the Air Service?

Mr. BARNES. Not unless they resided in the hotel or new homes constructed.

The CHAIRMAN. We have a hotel there which you say would be ample for officers' quarters?

Mr. BARNES. I think that it could be so used.

The CHAIRMAN. As to the Charleston site?

Mr. BARNES. I am very familiar with that and have been over it many times. The only two handicaps mentioned against that site would be the creek running through it, which is a very little stream with a very small watershed back of it, which is very well taken up by the water supply of those bases, the Bremerton Navy Yard and Charleston get their water out of this stream, and that the road, which would be, as now proposed, across the site, could very easily be moved back, because that is what they have mentioned in this telegram, that the road could be set back.

Mr. MILLER. And could be done easily?

Mr. BARNES. Yes, sir.

The CHAIRMAN. In a speculative way, if the Government should acquire the Charleston site, in your judgment, would it be near enough to the Bremerton yard so that the industrial part of this work could be continued?

Mr. BARNES. Very well; it is not over 2 miles away.

Mr. MILLER. About 3 miles.

Mr. BARNES. It is just around the head of the bay.

Mr. BURDICK. How about the width of the valley?

Mr. BARNES. It is about three-quarters of a mile.

Mr. PADGETT. How high are the hills?

Mr. BARNES. There is an elevation of about 150 to 200 feet.

Mr. PADGETT. Someone said about 400 feet high?

Mr. BARNES. I do not know; they are not very high. There are not any very high hills between there and Hoods Canal. The great

advantage would be the utilization of their increased plant for machine work, and those things necessary to upkeep an aviation base could certainly be done in Bremerton. Even now, with more work than any other yard in America, they are still reaching out for more work; Shipping Board work.

Mr. PADGETT. You would have to have a minor repair shop at any station?

Mr. BARNES. Yes, sir; but I mean that any heavy machine work, there would certainly be plenty of space in Bremerton to do that.

Mr. STEPHENS. What is the value of the land?

Mr. BARNES. I doubt very much if a private individual—I see in this telegram they have offered the land for \$100—I do not think that anyone could go there and buy that land for less than \$250 to \$300 an acre. You can not buy any of the land in that country for less than that.

The CHAIRMAN. And little grading would be required?

Mr. BARNES. Very little, because the creek is very shallow. I have fished in it many times. There is very little water which comes out of the mouth of the creek. Referring back to the yard at Bremerton, I am sure that with a small outlay for certain machine tools that seaplanes and the like could not only be repaired at the yard, but could be constructed there. I am going to get more detail information and would be glad to have the chance to appear before the committee at a later date, as I feel that it will not only be economy to place the station near the yard, but that it can be shown to have great military advantages. I thank you.

(Thereupon the committee adjourned.)

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COMMITTEE ON NAVAL AFFAIRS,  
HOUSE OF REPRESENTATIVES,  
*Wednesday, November 9, 1921.*

The committee met at 10.30 p. m., Hon. Thomas S. Butler, chairman, presiding.

**STATEMENT OF CAPT. R. E. BAKENHUS, OF THE BUREAU OF  
YARDS AND DOCKS, NAVY DEPARTMENT.**

The CHAIRMAN. Capt. Bakenhus is thoroughly familiar with all of the details of the proposed legislation which we are now considering, and I will ask him to give us some information about Sinclair Inlet. You have made some investigations, Capt. Bakenhus, since you were here before, and I will ask you to please place before us the features of it that you think are attractive to us.

Capt. BAKENHUS. Sinclair Inlet is the inlet which extends to the southwest of the navy yard and is of great advantage to the yard.

The CHAIRMAN. What is the distance from the yard?

Capt. BAKENHUS. The distance from the yard to one of the sites is more than a mile and a half. I should say it is about  $3\frac{1}{2}$  miles to the head of the inlet.

The CHAIRMAN. How far from the field as proposed?

Capt. BAKENHUS. Three miles and a half.

The CHAIRMAN. Now, then, go on.

**Capt. BAKENHUS.** The formation there is something like the following: There is hard ground at the head of the inlet which is the foot of the valley, which is merely an extension of the inlet. There is hard ground there, but between the hard ground and water which is deep enough for the operation of seaplanes, there is considerable distance. That distance is something like a mile, not a half mile.

You see, in Puget Sound the tides are very high, something like 12 feet in the maximum, and for a seaplane to land there must be something like 6 feet of water at the runway. These tidal flats are something like seven-eighths of a mile long. That would mean seven-eighths of a mile from hard ground to where airplanes could take off. We can not operate a plane under those conditions, and it would be necessary to dredge a part of these flats in order to get the 6 feet of water and build the runway. Also because of the height of the tide it is necessary to build very long runways, because at low tide the runway will be exposed at the bottom of the tide and at high tide it will be shorter. Six feet of water is needed at the end of the runway.

We have estimated from the chart that the cost of dredging would be something like \$360,000 to give us the depth of water we need. Of course, in getting that depth we would also make land to the rear of the sea wall, and would get a site which would be ample from the standpoint of emergencies.

**Mr. PADGETT.** You would have to build up to something like 12 feet at the high point back.

**Capt. BAKENHUS.** We would put our sea wall at a point where the water is not over a foot and a half deep.

**Mr. PADGETT.** I know; but your tide there is 19 feet high and you would have to have a rise above high tide.

**Capt. BAKENHUS.** Yes; but we would select a place for the sea wall so that the amount of fill would be about the amount of dredging. We have to have a sea wall to hold in the 4 feet or 6 feet deep water.

**The CHAIRMAN.** How much sea wall would you have to have?

**Capt. BAKENHUS.** Very little sea wall.

**The CHAIRMAN.** It would be principally the amount of dredging?

**Capt. BAKENHUS.** Yes, sir.

**The CHAIRMAN.** Are you familiar with the ground?

**Capt. BAKENHUS.** I am familiar with the chart. I have been to the Puget Sound region several times, but I have not had an opportunity to investigate all of these sites. I have become familiar with them by reading over the testimony and with these charts and the information we have in the bureau.

**Mr. BRITTEN.** After spending \$360,000 for dredging, how many acres of land would you have there at the head of that bay, approximately?

**Admiral COONTZ.** Three hundred and twenty at the head of the inlet.

**Capt. BAKENHUS.** The fill would give us something like 160 acres, but we would take in some of the hard land above that. We would have to buy some land. This whole question has got to be considered from two standpoints. That is, as to whether we build a combined heavier-than-air and lighter-than-air station, or whether we build only a heavier-than-air station.

Mr. PADGETT. If you had a lighter-than-air station would you have room in between those hills for a better turn around?

Capt. BAKENHUS. I was going to come to that point. I doubt if we would have. The way I think a site like selected, if I may state the principle on which it should be selected, is first to find out if it is satisfactory from the standpoint of operating the seaplanes and operating the lighter-than-air.

If it is not satisfactory from that standpoint, I would not give any further consideration, because we would not want a station which is a good deal of doubt in my mind as to whether this area of the Sinclair Inlet is satisfactory from the standpoint of operating. They have to rise into the wind, and in order to do that they have to fight the prevailing winds from the southeast they would have to taxi a considerable distance through the inlet, and make a sharp turn around the inlet at that point is not sufficient, from what Capt. BAKENHUS said yesterday, for a seaplane to rise. They need a length of runway for the heaviest planes and the length across there is not more than a mile. With prevailing southwest winds, planes would have to turn completely around, rise, and again take the same direction to the northeast.

Mr. BRITTEN. Has Sinclair Inlet any advantages?

Capt. BAKENHUS. It is near the navy yard. That is its only advantage.

Mr. BRITTEN. What military advantage has it?

Capt. BAKENHUS. None that I know of. I think I could answer that better than I could, but I know of no other advantage.

Mr. BRITTEN. What financial advantage has it?

Capt. BAKENHUS. From the standpoint of first cost it is about nip and tuck. We would have to pay for the grading and we would have to pay for the grading at Sand Point.

Mr. BRITTEN. We get Sand Point for nothing.

Capt. BAKENHUS. We get the land for nothing.

Mr. BRITTEN. And here we would have to pay for it.

Capt. BAKENHUS. We would have to buy it.

The CHAIRMAN. Do you remember the estimate for it?

Capt. BAKENHUS. I was about to mention that, but I forgot. The estimated cost of the grading depends upon whether we put in there the two kinds of plants, the heavier-than-air and the lighter-than-air plant. If you put in only the heavier-than-air plant, my recollection is, it is under \$200,000 for heavier-than-air. For the Sinclair Inlet costing \$360,000 for dredging, filling, and grading, and we would have to spend some money in cost of the surface work.

Mr. BRITTEN. And the further fact it is an undesirable comparison with Sand Point.

Capt. BAKENHUS. Yes, sir.

The CHAIRMAN. I may not have got the point in mind, but I would like to have some place near this navy yard where we could use the equipment and machinery in that navy yard without having another separate unit.

Capt. BAKENHUS. I should say that would be highly desirable. I believe in order to reach a mature conclusion on this



very necessary to take into account the character of work at an air station, and at a navy yard. Admiral Moffett tells me the average navy yard is not equipped to do work on airplane engines. Even when the planes come in, the engines are periodically overhauled. That work is done by men who are experienced mechanics on airplane engines and who know from the aviators the troubles developed while flying and who frequently go up with the aviators. The CHAIRMAN. Do you know whether or not they did any work during the war?

Admiral MOFFETT. They did not.

Capt. BAKENHUS. There is not any doubt in my mind but that planes have got to have a body of mechanics who know the kind of work. The average mechanic would not have trained for that kind of work. I base that on what Admiral Moffett and the aviators have told me.

Mr. PADGETT. As a matter of fact, I find wherever you place an airplane station you must have on that station a small machine shop to do airplane repairing and work, is that correct?

Capt. BAKENHUS. Yes, sir; I think the heavier repairs, for instance, if an engine needs recomplete rebuilding, it seems to me that the engine could be shipped to the navy yard or carried on a truck or barge and that minor parts of the work probably could be done at an air station.

The CHAIRMAN. The statement was made to me the other day that aside of this navy yard accommodations could be found for officers and men, places already built.

Mr. PADGETT. In view of the statement made by the captain a moment ago, considering the whole development, he had come to a doubt in his mind as to a heavier-than-air station, I want to know whether or not he had any doubt in his mind whatever as to the availability for lighter-than-air craft?

Capt. BAKENHUS. Mr. Padgett, I have never seen that valley with my own eyes. At least not with a view to—

Mr. PADGETT. It is about seven-eighths of a mile across from hill to hill—hills on both sides—and it is about seven or eight hundred feet wide, and I don't see how you are going to turn your back to the wind to get into it.

Capt. BAKENHUS. My first impression certainly is that the place is not satisfactory for the operation of big airships; but I have not studied that question. I would not like to give an opinion until we have given some study to the matter. My first impression is, no, it is not satisfactory. I think before a place like Sinclair Inlet is selected a very careful study must be made of the air conditions, the direction of the winds, and the character of the winds.

#### STATEMENT BY ADMIRAL R. E. COONTZ, UNITED STATES NAVY.

The CHAIRMAN. Admiral, please talk to us about this Sinclair Inlet. What do you know of that? Do you know anything about it? Have you been on that ground?

Admiral COONTZ. I am thoroughly familiar with Sinclair Inlet. I have lived within a very short distance of there as much as

seven years of my life. I was commandant of the navy yard at Puget Sound three years at the outbreak of the war.

The situation has been pretty well described by Capt. Bakenhus. There are flats down there at the end that come between the hills. The flat is formed by rivers that come down the mountains from the old logging time. There is even still the remains of a logging railroad running down there. The prevailing winds there are only two—in summer they are from the north, and in the winter they are from the southwest.

I can not see one favorable argument in favor of Sinclair Inlet as against Sand Point, with the possible exception that it is  $3\frac{1}{2}$  miles from the navy yard; but you want a place where they can jump off into the wind. You have not got it there. If they have to come on down the bay, the ships are located at the navy yard—some are anchored in the stream at times, they are right in the way.

As I already stated, the majority of work done on airplanes is performed by men who stay right by them. When work to any extent is required, they can be sent to the navy yard by freight or by barge. So I do not think that one small item of distance should come into play. The real objection I have to that site is the smallness in extent to the amount of money you would have to spend to start off in grading and dredging and the fact you have got high hills on each side.

MR. PADGETT. What is the width between those two hills?

Admiral COONTZ. It is very slight, sir; very slight indeed. At the outside point it would be one-half mile or less, according to this chart. Another thing that has been stated is the tide. At times the tides in that vicinity are 19 or 20 feet, and I think that would be a very serious objection and would have to be overcome. In some of these locations we have shown you there is no tide at all.

MR. BRITTEN. Do tides affect Lake Washington at all?

Admiral COONTZ. Not at all.

The CHAIRMAN. Coming in from the sea, how far do you pass from Bremerton Navy Yard?

Admiral COONTZ. In coming in from the sea, if you are bound for Tacoma, you pass 7 miles from Bremerton Navy Yard; if you are going to Seattle, you would probably pass about 8 miles from the channel.

The CHAIRMAN. On the road to Sand Point?

Admiral COONTZ. On the road to Sand Point from the Bremerton Navy Yard you would pass 11 miles, because in going in to Sand Point you go on the north of the channel going to Seattle, and into the canals.

The CHAIRMAN. I confess I do not see how it is possible to locate at Sand Point without starting and completing a perfect unit, a separate one entirely from the navy yard.

Admiral COONTZ. There is no question, Mr. Chairman, but what you would have to have the so-called separate unit; but I do not believe the expense, compared with some other places, if one could be found, would be at all great. I have, of course, been up in that country a great deal, and I had this map made showing all those sites. Three or four years ago I went all over that country, from one site to another, as they were shown to us. I spent days looking for a site. If there is any one in that country that is ahead of Sand Point, I would willingly and gladly agree to it. But here is the Helm

ward report, and here are the reports that all that go out agree to. You all know how the hills rise.

We found only 10 points on Lake Washington and we finally went to Sand Point, and having a wind chance on three sides, having a lack of tide there, having the railroad there right back of the land, having the land given to the people——

Mr. BRITTEN. How many acres?

Admiral COONTZ. Four hundred acres; and close to the Seattle wharves and the various lakes and the canal. I would be glad to find another site if I thought such a thing were possible. The Navy Department recommended it last year. You know the Senate passed the bill, and the Navy Department will again recommend Sand Point to the committee.

Mr. BRITTEN. For heavier-than-air craft?

Admiral COONTZ. For heavier-than-air. With the fact in mind now that we are going to need only one big hangar on the Pacific coast, and with the fact that we could put these mooring masts up, we consider the most important point there is for heavier-than-air craft.

Mr. BRITTEN. Is it a fact you require a million and a half or two million dollars up there for a heavier-than-air base?

Admiral COONTZ. No; that would be preposterous; I think—I think any such figures that originally came there with the idea of any great big hangar costing a million——

Mr. BRITTEN. And with the idea of having both services there, the lighter-than-air and the heavier-than-air?

Admiral COONTZ. Yes, sir.

Mr. BRITTEN. Your estimate would be very much lower if it was only for lighter-than-air craft?

Admiral COONTZ. It would be very much brought down. I take it that we need most is the mooring mast.

Mr. BRITTEN. The mooring mast is of future consideration. You could not put that in now?

Admiral COONTZ. No.

Mr. BRITTEN. I have in mind that land could be developed very cheaply. There is not a great amount of grading. You have your machine shops and your hangars, but there is considerable lowland close to the shore.

Admiral COONTZ. There is considerable lowland in the southern part, southeastern part, and also in the northwestern part. You will remember we went around the land they had there. The altitude was not very great—about 20 feet, when the committee went over it last year. So that could be very easily developed at a small cost. I firmly believe, if the committee want more land there, they would proceed to buy it for us and give it to you.

Mr. PADGETT. The trouble is they can not get it. All of that land is of big hills, about three or four hundred feet high.

Admiral COONTZ. Back south; yes.

Mr. BRITTEN. You would not need that land for a heavier-than-air station.

Admiral COONTZ. No, sir. I think 400 acres would be sufficient.

Mr. BRITTEN. What amount of expense would you think would be required for the heavier-than-air? Forget the lighter-than-air proposition.

Admiral COONTZ. I will have to ask Admiral Moffett.

Capt. BAKENHUS. \$150,000 for grading for a heavier-than-air base, for grading and preparation of the site.

Mr. BRITTEN. How much for barracks and hangars and everything that is necessary for a heavier-than-air site, with a view to this heavier-than-air site.

Capt. BAKENHUS. That would include the runways and barracks for men, and hangars for planes, and some houses for the officers. I think a good many of the officers would prefer to live in Seattle, as long as it is so near the city—it is practically in the city. That would somewhat reduce the cost of housing. The estimate that has been made for that is—the estimated cost as estimated in the Bureau of Yards and Docks and presented by Admiral Parks in his hearing, is \$2,910,000. Let me point out that that includes a small hydrogen plant and gas holders, at a cost of \$300,000, for the use of kites and balloons.

The CHAIRMAN. That is two million three hundred and some odd thousand dollars.

Admiral COONTZ. \$2,600,000 for heavier-than-air craft alone.

Mr. BRITTEN. In a completed condition?

Admiral COONTZ. Yes, sir; complete installation.

The CHAIRMAN. I would like to enter here a reference to page 567 of the hearings.

Mr. PADGETT. Admiral, let me ask you a question. We have an air station right across the Anacostia River from the navy yard here in Washington. Where are the ordinary repairs of that station done?

Admiral COONTZ. Principally all of them right on the ground.

Mr. PADGETT. Right on the ground?

Admiral COONTZ. Yes, sir.

Mr. PADGETT. And none across the river at the navy yard, and the navy yard is only 400 or 500 yards away?

Admiral COONTZ. Yes, sir.

The CHAIRMAN. We will have inserted in the record here an estimated cost of a heavier-than-air station at Sand Point, eliminating everything in this bill that relates to the lighter-than-air station.

Admiral COONTZ. Yes, sir.

[Pages 566, 567 and 568 of the hearings of July 12, 1921.]

#### ESTIMATE FOR HEAVIER-THAN-AIR STATION AT SAND POINT, WASH.

The CHAIRMAN. You have not had any plan laid before you by the Director of Aeronautics, have you?

Admiral PARKS. I have a sketch of the items that are needed for the war program.

The CHAIRMAN. Will you tell us what those are?

Admiral PARKS. That means 6 F-5-L's, 12 torpedo or bombing planes, 3 nonrigid airships, and 6 kite balloons.

The CHAIRMAN. Now, that is for the apparatus. Tell us how much we will have to do in construction to provide for that apparatus.

Admiral PARKS. That provides for 1,000 men and 100 officers.

The waterfront and land development would be as follows: Retaining wall, grading, and beach development, \$50,000.

The CHAIRMAN. \$50,000?

Admiral PARKS. Yes, sir; for the grading on account of the heavier-than-air station.

The pier would be \$30,000; boathouse for small boats, \$20,000. The runway, 150 feet long and 150 feet wide, would be \$100,000; concrete pavement, roads, and walks, \$20,000. That is all waterfront and land development.

The CHAIRMAN. Yes.

Admiral PARKS. And the operating and industrial development would include the following: Two seaplane hangars, 300 by 180 by 35 feet (2 sections 150 by 180 by 35 feet) \$400,000.

The CHAIRMAN. \$400,000 each?

Admiral PARKS. No; \$400,000 for both; \$200,000 apiece. Then, three nonrigid airship hangars 110 by 250 by 65 feet, \$450,000. Three shops, 60 by 200 feet, \$180,000. Storehouse, \$120,000; office building, \$35,000. Hydrogen plant and gas holders, \$300,000. Motor test building, \$20,000. Garage, \$15,000. Gasoline and oil storage and distribution, \$35,000. Water supply, sewerage, electric light and power, \$125,000. Boiler house and steam distribution, \$110,000.

The CHAIRMAN. Who made that estimate?

Admiral PARKS. It was made in my bureau.

The next is housing development: Barracks and mess hall for 1,000 men, \$500,000. Quarters for 20 married officers, \$200,000. Quarters for 40 bachelor officers, \$120,000. Dispensary, \$50,000. Recreation building, \$30,000.

That is a total of \$2,910,000 on this estimate to take care of the number of machines that I mentioned at first.

Mr. KRAUS. Does that include shop equipment?

Admiral PARKS. Well, we put in shops, but did not specify anything for equipment.

Mr. KRAUS. But your estimate includes equipment and machinery?

Admiral PARKS. Yes.

The CHAIRMAN. And that estimate is after we have the ground all leveled off?

Admiral PARKS. That is to provide for the heavier-than-air machines. The large item for grading is grading preparatory to the lighter-than-air machines.

The CHAIRMAN. Where is the estimate in there for the lighter-than-air machines?

Admiral PARKS. There is none in there; that is all for the heavier-than-air.

The CHAIRMAN. Have you any idea how much the lighter-than-air outfit would cost us—how many additional men we would have to have, and how many additional officers?

Admiral PARKS. I think they are figuring on 400 men at Lakehurst to a machine, and that is for a 2,750,000 cubic-foot machine.

The CHAIRMAN. You do not know how much the big barn will cost? How much did the one at Lakehurst cost?

Admiral PARKS. That has cost over \$3,000,000. But it is a question whether we want to build one as large as that at Lakehurst anywhere else.

The CHAIRMAN. You would not want to build one as large?

Admiral PARKS. I do not think so.

The CHAIRMAN. Well, at the time we built that it was about \$3,000,000?

Admiral PARKS. \$3,000,000 more for lighter-than-air machines.

The CHAIRMAN. And \$3,000,000 more would be \$6,000,000.

Mr. KRAUS. And the housing for the officers for lighter-than-air ships?

Admiral PARKS. I included that in the \$3,000,000 estimate.

The CHAIRMAN. You have not estimated anything for the houses that the workmen have to have?

Admiral PARKS. They will not have to have any.

The CHAIRMAN. Where will the workmen come from?

Admiral PARKS. From Seattle.

The CHAIRMAN. Twenty miles away?

Mr. MILLER. It is 5 miles; 6 miles from the center of Seattle to this field. It is 20 miles to the navy yard.

Mr. PETERS. Do you recommend our agreeing upon this site, Admiral Parks, before we make an investigation of other possible sites?

Admiral PARKS. In view of the suggestion made, I think it will be better to have full information on the other sites mentioned.

Mr. PETERS. How soon can that information be made available?

Admiral PARKS. It may be a couple of months.

Mr. PETERS. What are your intentions in regard to getting it?

Admiral PARKS. I will ask the public works officer of the district to get it just as soon as the present reorganization scheme of the navy yard will permit him to put his time on it. Just at present we are reorganizing navy yards, and nobody can give his attention directly to these things without danger to the reorganization.

Mr. PETERS. I understood you to say that you would like if possible to investigate personally this situation?

Admiral PARKS. I would, but—

Mr. PETERS (interposing). Do you see any opportunity of doing so this summer or fall?

Admiral PARKS. It seems pretty hard to find time to get away. I do not know how much more work we are going to have with the budget officer; we may be through with that by the 1st of August.

Mr. PETERS. In that case, you would go out there?

Admiral PARKS. Yes; I think I could do that.

Mr. PETERS. I suppose we do not want to make any decision until we get all the information; and if you can furnish us with more information I think it is very desirable that you do so.

Admiral PARKS. That report is the best that the Helm Commission knew. Whether these other sites would be better or not is a question that could be settled with a little investigation.

Mr. PETERS. Well, I think it ought to be made.

The CHAIRMAN. Yes.

Mr. BRITTEN. What size appropriation will be required this year for that station?

Admiral COONTZ. That estimate, Mr. Chairman, was made, in my mind, before the boom had stopped; and I have no doubt, in connection with Admiral Moffett we can reduce that thing very materially, and I will be very glad to put a revised estimate in there and the initial cost.

Mr. BRITTEN. Then may I suggest that the Bureau of Yards and Docks prepare a sort of tentative, temporary plan showing how these buildings would be located?

Capt. BAKENHUS. We already have such a plan.

Mr. BRITTEN. But your plans were made on the dual type of plant?

Capt. BAKENHUS. They were based on the smaller nonrigid-airship and kite-balloon type of craft in connection with heavier-than-air craft, which we have at all of our heavier-than-air stations.

Mr. KRAUS. Admiral, at one time the department did recommend Sand Point for lighter-than-air service, did it not?

Admiral COONTZ. Yes, sir.

Mr. KRAUS. I wish you would tell the committee what you think of the feasibility of adopting Camp Lewis to either or both of these services.

Admiral COONTZ. The objection to Camp Lewis for heavier-than-air is this: To get back to Camp Lewis, you have to cross two railroad tracks and go up a bluff. Also you have got to contend with, we will say, an 18-foot tide, and a strong tide running down 17 or 18 miles to Olympia and Shelton, and that part of the country, so that for a heavier-than-air station I do not look on it as favorable.

Mr. KRAUS. You have some small fresh-water lakes there, have you not?

Admiral COONTZ. We have some small fresh-water lakes; yes.

Mr. KRAUS. They are ample in size, are they not?

Admiral COONTZ. I guess American Lake is ample in size. The objection is that it is back in the interior, and it is also farther from the coast. All I have seen in the way of estimates remark about what kind of road you would have to have down to the beach and to the fact that there are two railroads to be crossed before you can go to the beach. I have no doubt it would be all right for lighter-than-air, but in view of the fact that Sand Point can utilize a lighter-than-air outfit at probably a smaller expense, for that reason I should say it would be more economical to place the whole business at Sand Point. Camp Lewis is, of course, a little farther from the sea than the other, probably 20 miles farther.

KRAUS. The water operations at Sand Point would be on fresh-lakes, would they not?

Admiral COONTZ. Yes, sir.

KRAUS. In other words, they have the same character as some territory at Camp Lewis?

Admiral COONTZ. Yes, sir.

KRAUS. At the time the department recommended Sand for lighter-than-air, a general investigation or consideration of Camp Lewis would have demonstrated that Camp Lewis was better in a larger degree, would it not?

Admiral COONTZ. For lighter-than-air; yes, sir. At the time these aerial investigations were made, Mr. Kraus, the question of utilizing Army land and Navy land, and vice versa, had not come to contention very greatly, because the economic situation of the Army at that time did not make us look into those things.

BRITTEN. Let us carry that just a little further there. Is anything about the location at Camp Lewis that is preferable to a location at Sand Point for heavier-than-air?

Admiral COONTZ. Not in my judgment. First, on account of the fact we can use the wind from three directions at Sand Point; we have the great open space at Lake Washington for many miles north, east, and several miles east and west, and the railroad facilities about the same. The labor situation favors that point because it is right close to Seattle, and the housing conditions, I think, favor Sand Point, and I have no doubt in this estimate Admiral Moffett proceeded to cut out everything in the line of quarters, because he could live in the near-by parts of Seattle, which would prevent great expense in that line.

KRAUS. Every advantage you find at Sand Point for heavier-than-air operations, would you not also find those at the American Lake site? Would you not find the same wind, advantageous location, and a few miles from Tacoma, with railroad advantages and facilities there, and also free land?

Admiral COONTZ. I do not think so to such an extent, Mr. Kraus. The distance to Tacoma is greater.

KRAUS. It is only about 6 miles, is it not?

Admiral COONTZ. I imagine it is about 14 by road.

BRITTEN. If it were 6 or 7, that is a long distance for a man to travel to and from his work. Even in a big city 6 or 7 miles is a long distance.

Admiral COONTZ. Yes, sir.

BRITTEN. In each instance I follow my colleague's trend of thought, I think. He is trying to show that one is as good as the other. In each instance we get the land for nothing, so there is no difference here. In the next instance, you have got 6 to 14 miles to travel to the city for your mechanics, while in the other instance they take the land far out, right in Seattle. One site is 20 miles from the sea; the other is probably 6 or 7 miles to the sea, is it not?

Admiral COONTZ. The distance from the open sea is favorable to Sand Point by about, say, 15 miles. I would like to tell you how far American Lake is from Tacoma by measuring it here. This is about 10 miles, and American Lake is back from the beach, I would say, a little over 2 miles.

Mr. KRAUS. If we should develop American Lake, it is possible at the same time to consolidate it and have lighter-than-air and heavier-than-air service, is it not?

Admiral COONTZ. Yes, sir; but not desirable.

Mr. KRAUS. And that is not possible with Sand Point from the point of view the department now has?

Admiral COONTZ. I can not agree with your last statement about Sand Point.

Mr. KRAUS. The lighter-than-air base?

Admiral COONTZ. Yes, sir.

Mr. KRAUS. If you are going to develop a lighter-than-air station at Sand Point, it means instead of a hangar at Sand Point you would have to have a mooring mast?

Admiral COONTZ. Yes, sir.

Mr. KRAUS. Probably not entirely satisfactory?

Mr. BRITTEN. That is really the most satisfactory method of anchoring an airship. It is very satisfactory and very cheap, and the startling point is that somebody has not thought of it years ago.

Mr. KRAUS. Do you think we should abandon the large hangars we are building at the present time?

Admiral COONTZ. No, sir; you have got to have those. But the mooring masts are certainly very great things, because when you begin to send these machines across the country, one can tie up at Chicago at night and the next day in Denver at a mooring mast, and it would be a great thing instead of having to go to a hangar.

Mr. KRAUS. But not as an ideal thing for facilities as a home base?

Admiral COONTZ. The situation is this: From time to time you will have to send these airships to hangars, but when you do not, I take it for 60 to 90 days the mooring mast is a fine, cheap thing to tie up to.

Mr. KRAUS. But the lighter-than-air situation you have in mind in the East, and San Diego is a station where you can have a hangar and make repairs and have facilities, you might say, for a home base for that ship.

Admiral COONTZ. Yes, sir.

Mr. KRAUS. You can not get that at Sand Point, that is, and also have a heavier-than-air station there?

Admiral COONTZ. I think the statement has been made that in order to do that we would have to have another 100 acres. I would want to verify that.

Mr. BRITTEN. But that is not your intention. My impression is from what Admiral Coontz has said that they expect to have a lighter-than-air base at San Diego and this mooring mast at Sand Point to tie to when the ship is up there.

Admiral COONTZ. That is correct. We expect to have a big hangar at San Diego.

Mr. KRAUS. Suppose it should be the desire of Congress at some time to consolidate the stations there? Instead of spreading it all over the country, would it be possible to get it to the required extent at Sand Point?

Admiral COONTZ. I should think it would, sir, on that 400 acres.

Mr. KRAUS. You could even get the hangar for large lighter-than-air ships?



Admiral COONTZ. I think so, but I would want to look into that. One other situation I would want to examine into also is that situation at American Lake, as to whether it is as capable of being used as a heavier-than-air station as Sand Point, on one or two features of it. First, as to wind; second, as to area of the lake; third, as to the necessity of being close to deep water, etc.

Mr. KRAUS. My original questions were for such information as you have on those points, and I take it now really you want to investigate the American Lake situation and the whole Camp Lewis situation before answering definitely and locating a consolidated base there, or either of them?

Admiral COONTZ. No; I do not care to investigate further with regard to Sand Point. I am satisfied with that. But I do want to look into the question of American Lake as regards the disadvantages it possesses along those lines.

Mr. KRAUS. And also the advantages?

Admiral COONTZ. Yes, sir.

The CHAIRMAN. Admiral Coontz, you heard what we said here among ourselves this morning. If at any time you have anything further to submit to us, we would be very glad to hear from you. You are always a very welcome visitor.

Admiral COONTZ. I am going to submit a revised estimate and also a statement of the American Lake.

#### ADVANTAGES AND DISADVANTAGES OF AMERICAN LAKE SITE AS COMPARED TO SAND POINT SITE.

##### ADVANTAGES.

1. Adjacent to a large area of flat land suitable for lighter-than-air work.

##### DISADVANTAGES.

1. It is  $2\frac{1}{2}$  miles from tidewater.
2. It is farther from the ocean.
3. There is at present no roadway from the lake to tidewater adequate for the transportation of large seaplanes or floating boats on trucks. It will be necessary to build a roadway crossing two railroad tracks, which, with the cost of the underwater runways, would require in the neighborhood of \$300,000.
4. There is about an 18-foot tide and a strong tidal current at this point.
5. At Sand Point advantage can be taken by heavier-than-air craft of three directions of wind. At American Lake maximum width is 1 mile, the average width is about one-half mile. From Weather Bureau data available the indications are that during a good part of the year the winds may be expected to blow in a direction across the narrow width of the lake; this would make it dangerous, if not impossible, for heavily loaded seaplanes or flying boats to take off.
6. Due to the tidal current it would be very difficult, if not impracticable, without the construction of protecting sea walls to haul out a seaplane on the runway except during slack water.
7. The labor situation is not as good at American Lake as at Sand Point.
8. There are no houses for the use of officers and enlisted men and civilian employees nearer than Tacoma, a distance of nearly 14 miles by road.

NAVY DEPARTMENT,  
BUREAU OF YARDS AND DOCKS,  
Washington, D. C., November 16, 1921.

SAND POINT, LAKE WASHINGTON.

FACILITIES REQUIRED AND ESTIMATED COSTS FOR HEAVIER-THAN-AIR AND LIGHTER-THAN-AIR STATIONS.

Complement in aircraft: 6 F 5 L's, 12 torpedo or bombing planes, 3 nonrigid airships, 6 kite balloons.

Complement in personnel: 1,000 enlisted men, 100 officers.

1. Heavier-than-air facilities necessary for initial development:

Waterfront and land development—	
Retaining wall and beach development.....	\$12, 000
Runway.....	50, 000
Pier.....	20, 000
Concrete pavement, roads, and walks.....	20, 000
Excavation and grading for buildings.....	20, 000
Railroad connection and siding.....	10, 000
Construction of landing field for landplanes.....	100, 000
Total.....	232, 000

Operating and repair facilities—

Seaplane hangar No. 1, 300 by 180 by 35 feet (2 sections 150 by 180 by 35 feet).....	200, 000
Carpenter, machine, and miscellaneous shops.....	120, 000
Storehouse.....	80, 000
Office building.....	25, 000
Motor test building.....	6, 000
Garage.....	12, 000
Gasoline and oil storage.....	8, 000
Water supply, fire protection, and sewerage systems.....	40, 000
Electric light and power.....	40, 000
Heating plant.....	60, 000
Total.....	591, 000

Housing development—

Commanding officers, quarters.....	12, 000
Barracks and mess hall for 500 men.....	250, 000
Dispensary.....	40, 000
Total.....	302, 000

Summary—

Water-front and land development.....	232, 000
Operating and repair facilities.....	591, 000
Housing development.....	302, 000
Total.....	1, 125, 000

2. Lighter-than-air development:

Grading to complete landing field for rigid airships.....	500, 000
2 hangars for nonrigid airships 110 by 250 by 65 feet.....	300, 000
1 kite balloon hangar.....	30, 000
Hydrogen plant, gas holders and distribution lines.....	350, 000
Storehouse for lighter-than-air materials.....	50, 000
Mooring tower for large, rigid airships (including elevator, auxiliary equipment, and anchors).....	100, 000
Roadways and walks.....	6, 000
Water and sewers.....	8, 000
Gasoline storage.....	4, 000
Total.....	1, 348, 000

<b>Completion of heavier-than-air facilities:</b>	
Seaplane hangar No. 2, 300 by 180 by 35 feet.....	\$200,000
Barracks and mess hall for 500 additional men.....	250,000
Excavation and grading for buildings.....	10,000
Roads, walks, water and sewer connections.....	5,000
<b>Total.....</b>	<b>465,000</b>

## RECAPITULATION.

<b>Heavier-than-air facilities necessary for initial development (including small landing field for land planes).....</b>	
Lighter-than-air development (including grading of landing field).....	1,125,000
Completion of heavier-than-air facilities.....	1,348,000
<b>Grand total.....</b>	<b>2,938,000</b>

**STATEMENT OF ADMIRAL WILLIAM A. MOFFETT.**

The CHAIRMAN. Admiral Moffett, what have you to say to us day about any of these sites. We would like for you to speak to point particularly with reference to Sinclair Inlet.

Admiral MOFFETT. If you would let me, I could comment on some of the things Admiral Coontz has said. We know the site at Camp Lewis. I have not examined that, but my information is that you have not put it on the water front, as the bluff is too high and the question of grading it down could not be considered because the water is too deep. So that we do not consider there is an available site at Camp Lewis on account of the water front.

The lake Mr. Kraus referred to is too small for taking off. You may take off on its length, but in order to reach the water at that point you would have to climb considerable distance.

The CHAIRMAN. Do you have in your mind the distance from the navy yard down to Camp Lewis.

Admiral MOFFETT. About 26 miles. In regard to putting it over the navy yard, I am in entire sympathy with Mr. Butler's opinion in regard to combining with the navy yard if we can. In view of the fact that we do use a different equipment and machinery for repairing, there is a great advantage in having it alongside the navy yard, in heat and water and so on. I have been out at Merton—was there about a year ago, and I am thoroughly familiar with the country around there.

There has been little said about flying from the aviators' viewpoint. The surrounding hills have a great deal to do with it, and I examined the whole country everywhere near that navy yard, with a view to finding a larger range, and there is very little flat country. Sinclair Inlet is a pocket, and it could not be used at all for lighter-than-air flight (that is, the large rigid ships), and the country would be a very poor one for the aviators even for land planes.

If there is no suitable location next to the navy yard the next best location would be near Seattle because there is constant communication, or frequent communication between the navy yard and Seattle. I think there ought to be three aviation bases on the Pacific coast. The first one now and the next one should be on Puget Sound, and the question should be narrowed down to Puget Sound, and when it is narrowed down to Puget Sound, the next thing to do is to find out the best place on Puget Sound. As far as one information goes, this Point site is the best available. It is not entirely ideal. I

understand that we can get if necessary 200 acres more. It is the best place I know of. It is an advantage to be near a large town like Seattle. It is better than being put out in the wilderness where everybody has to be transported—not only freight transported at the Government's expense but traveling at personal expense.

A great advantage would be to get it as near the navy yard as possible, since there is no suitable site nearer Bremerton, and if you want any repair work done at the navy yard, there is a tug that goes over to the navy yard, so that the navy yard facilities could be used.

The personnel could live in Seattle for quarters and save the Government that expense. I think the estimate for the station there could be very much reduced. The statement was put in for what they thought they ought to have ultimately for the two services. The lighter-than-air service could have a hangar put in there if it was wanted. What Mr. Kraus said about the hangar is correct, but I know the cost of these hangars is so great, and I am so impressed with the cost of them now and for a great many years to come, I would not recommend putting a hangar there now at all, in my time, at Sand Point. The British have had a rigid ship moored to this sort of mooring mast for 40 days. I know it is not as good as a hangar, and that a hangar is the same as a dry dock to a ship, but the cost of maintaining them is so great—not only the original cost, but of keeping them heated and to pay the people that maintain them for lighter-than-air craft that it is out of proportion to what you get. I think you ought to have at least one hangar on the Pacific coast. I think one advantage in putting it near Seattle is that there is very little commercial aviation on that coast.

There are other sites that are proposed by people who have not examined them carefully near Everett and a small site at Camp Lewis.

I think it was a mistake to put the Bremerton Navy Yard across that strait. You have to move everything you get to Seattle and then it is transported by water, making it very expensive and the saving, I believe, Mr. Butler, by having the station on the Seattle side, from the standpoint of transportation expense would be as great as the amount you might save by having the one station combined with the navy yard.

The CHAIRMAN. If it were possible to use the improvements we have in Bremerton Navy Yard for aviation purposes, I think you will agree with me that it would be economy. Of course, you must have a field—there is no doubt about that. You can not land these planes in trees or on houses. What I have in mind is the desirability of having that field as close to Bremerton Navy Yard as we can procure it, or find it, and then make an examination of the improvements in the navy yard to see how much of them can be used. Of course, if they had to all be made over again I do not see that there is anything that can be gained by it.

Admiral MOFFETT. At Anacostia we erected a small machine shop to handle overhauling of our engines, and although we are just half a mile from the navy yard—or a mile at most—instead of using the machine shop at the navy yard we put it at the station.

The CHAIRMAN. One of the essential points, it seems to me, was that it would avoid a central power plant. We might use the power plant at that navy yard.

Mr. BRITTEN. The power would be the same as they get now. They get electric power and pay for it themselves. It comes from up in the mountains. I think 90 per cent of the power used comes from that source.

Mr. KRAUS. How far, as the crow flies, from Sand Point is it to the sea—approximately.

Admiral MOFFETT. I think 136 miles.

Mr. KRAUS. I do not mean by the Sound but out over the waters.

Admiral MOFFETT. Probably about 100 miles—pretty close to 100 miles.

Mr. KRAUS. I mean right straight, as the crow flies.

Admiral MOFFETT. I will tell you in a minute. It is around 100 miles. I agree with you in that it ought to be put as near the ocean as possible, but the nearest place is Port Angeles. Our information, as far as we know, is there is no available site there except this little hook.

Mr. KRAUS. I have in mind all that. All of that testimony has been given to the committee, but I want to know the shortness to the sea?

Admiral MOFFETT. It is just 100 miles.

Mr. KRAUS. How far is it from the American Lake?

Admiral MOFFETT. I meant adjacent waters when I said deep water. It is about 3 miles to deep water.

Mr. KRAUS. How far is it from Lakehurst to the Atlantic Ocean?

Admiral MOFFETT. It is 11 miles, I think. Lakehurst is only a lighter-than-air station.

Mr. KRAUS. Yes, I know that. I really want it only for my own information.

The CHAIRMAN. Do you know anything of Camp Lewis?

Admiral MOFFETT. I have only crossed through Camp Lewis. I thought it would be a great advantage if we could use it, but we use seaplanes and it would be necessary to have the site on the shore.

Mr. BRITTEN. American Lake is too small.

Admiral MOFFETT. It is too small. We looked into that. I want to say this: We want in addition a landing field for land planes, because we will be obliged to have some land planes to land on board ship.

The CHAIRMAN. Is American Lake as wide as the river down here in front of Anacostia?

Admiral MOFFETT. I think possibly it is wider; yes.

Mr. BRITTEN. Admiral Moffett, that question brings on another one: We are flying from Anacostia every day, are we not?

Admiral MOFFETT. Yes.

Mr. BRITTEN. Why can't we fly from American Lake?

Admiral MOFFETT. There is a bend in the Potomac River. I think we can take-off here in pretty nearly any direction, but they have to taxi. They have to taxi down the river to head into the wind, which could not be done at American Lake.

The CHAIRMAN. Admiral Moffett, we are going to put these papers to one side. Not indefinitely, you understand, but until this matter is considered further, and if at any time you have any information to give us, let us have it.

Admiral MOFFETT. Yes, sir, I will. We prepared some tables in regard to these sites. If you would like for us to put them in, we can do it.

The CHAIRMAN. Yes; please put them in the record.

Data on proposed naval air station sites, thirteenth naval district.

Location.	Area (acres).	Proposed by—	Cost of land.	Cost of grading.	Available for "heavier-than-air."	Available "lighter-than-air."	Remarks.
Sand Point, Lake Washington.	40.		Free.	\$130,000 for heavier-than-air; \$500,000 for lighter-than-air. Nothing for heavier-than-air.	Yes.	With mooring mast only.	135 miles to sea.
Ediz Hook.	50.		Government owned.		Yes; for advance base.	No; except for small ships.	On straits, 64 miles to sea.
Camp Lewis, Puget Sound and American Lake.	80,000.	Commandant thirteenth district.	do.	\$30,000 for lighter-than-air (Mr. Johnson); survey necessary.	No; lake too small.	Yes.	
Shinarump, Adjacent to Charleston.	20 to 30.		50,000.		No; area congested.	No.	
Head of inlet.	32.	Commandant thirteenth naval district.	64,000.	\$320,000 for heavier-than-air.	No; insufficient expanse of water.	No; unless more land could be obtained.	
Northeast of Port Orchard.	125.	Port Orchard Chamber of Commerce.	Government and State owned.	Probably \$500,000 or more.	No; expensive and not enough water.	No.	
East of head of inlet, Whidbey Island.	37.	Admiral Mayo.	Not known.	\$425,000.	No.	No.	20 miles north of Seattle.
Stanwood Flats.		Commandant thirteenth naval district.	\$400 per acre; \$400,000 for 1,000 acres.	Not known; 4-foot fill required.	Possibly.	Not without extensive grading.	40 miles north of Seattle.
Everett.	Ample.	do.	(1).	(1).	Yes; at great expense.	Yes; at great expense for filling.	25 miles north of Seattle.
					(1).	(1).	

(1) No information. Location poor on account of southeast prevailing winds.

(Thereupon at 12 m. the committee adjourned.)

(The following letters and telegrams are submitted as a part of this hearing:)

SOUTH KITSAP UNION HIGH SCHOOL,  
Port Orchard, Wash., October 8, 1921.

CONGRESSMAN BUTLER,  
Chairman Naval Committee.

MY DEAR MR. BUTLER: The papers of to-day state your committee favored the naval aviation site at Port Orchard in preference to that one at Sand Point. This is logical, as it would cost but a fraction of the amount necessary to build up the one at Sand Point.

Port Orchard is a live community of 1,350 population, just across the bay from the Bremerton Navy Yard (1½ miles). It is well protected from storms, has an artesian well to supply all the water necessary for a town of 10 times its population, has a fine new high school just completed and good grade schools. In fact, it would be an ideal place for the officers and men attached to the station to make their homes.

We feel that Congressman Miller has adopted the views of men interested in Sand Point, but at the proper time will recommend this site at Port Orchard if the committee stands firm.

Any information you may require on the matter will be gladly given by the undersigned.

Very truly, yours,

FRANK GIVENS,  
President Port Orchard Chamber of Commerce.

AERO CLUB OF THE NORTHWEST,  
Seattle, Wash., October 24, 1921.

THOMAS S. BUTLER,  
Chairman of Naval Affairs,  
House of Representatives, Washington, D. C.

SIR: Learning that the Sand Point issue is to be reconsidered this month, we are writing to you, feeling that added information might be of use to you in your final decision and wishing to help, as much as possible, toward the acceptance of the generous offer of King County.

First of all, the order placing one-half of the air service on the Pacific coast makes the need of new locations imperative. Several fields in California, in operation at the present time, would seem to be sufficient for that section; but the unprotected Northwest stands out as a glaring weakness. Should this continue when new fields have to be built? A base at Sand Point would be of easy access to all points in this section of the country; being located, practically on the seacoast, yet far enough inland to be easily defensible. It is also located within but 90 miles of our northern borders, occupying one of the most strategic positions in this country.

The proposed site carries with it many advantages which are not to be found elsewhere. The fact that a combined Army and Navy base could be built there is a fact that should not be overlooked. Lake Washington, the only body of fresh water large enough for this purpose in the United States, offers unlimited space for seaplanes and the 400 acres of land offered should be sufficient for airplanes, though there is unlimited room for extension should the necessity arise. Transportation of all kinds is practically provided for, the main line of the Great Northern Railroad being within a few hundred yards of the rear of the proposed site and the canal in Lake Washington, with locks second in size to those of Panama, making the point easily accessible to the largest ships. The county commissioners and Federal Government have spent \$5,000,000 to make this possible. The conditions existing for seaplanes can not be excelled—large bodies of water permitting of forced landing almost anywhere, and although surrounding land conditions are not perfect they compare very favorable with those already under consideration.

The big difficulty, as we see it, is the objection to an appropriation of funds for an aviation field, which would mean an additional outlay of money for land, when the Government already controls sufficient for the purpose. The Congressman from Tacoma seems to be under the impression that the Government would have to buy Sand Point. That is not so. King County offers 400 acres of land for the mere acceptance of the deed. The acquisition of this land for any purpose whatever, at no cost, would be good business, and the fact that it is one of the best sites for an aviation

field on this coast makes it of double value. We want to have the Government take Sand Point, not because we are looking for something or because it will bring some business to Seattle or its environs, but because we, who have flown in the Army and Navy, can see its practicability more readily than an inexperienced person who has not any idea of the requirements of an aviation field.

In favor of Sand Point, numerous advantages loom up. First of all, the site can be acquired without any expense whatsoever; secondly, Lieut. Miller, who was sent to Washington some time ago for the purpose of locating an aviation site, reported this site as one of the very few places in the State where an airdome would be practical and as the most favorable one he had seen, and his investigations extended from British Columbia to the Columbia River; thirdly, although Admiral Parks, who made an inspection for the Naval Affairs Committee, did not make any statement, he seemed very favorably impressed by his visit to Sand Point; fourthly, a very short time ago Maj. H. C. K. Muhlenberg, Air Service, landed an Army plane on the proposed site and expressed his hopes that the near future would see many such landings. Both the major and Lieut. F. C. Davies, who made this trip with him, were very much in favor of Sand Point as compared to Camp Lewis, and the experience these two men have had in flying would indicate that their knowledge is not merely superficial. Nor are they alone in their opinion, for possibly every one who has visited Sand Point is of the same mind. Such consensus certainly indicates that there should be a large aviation base in the North Pacific, and, as far as we know, there is a no more favorable situation than the 400 acres proposed at Sand Point.

Trusting that this letter will be of some help to you and hoping that Sand Point will soon become the great air station it should be, we are,

Yours, truly,

AERO CLUB OF THE NORTHWEST,  
By H. J. HARTNETT.

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BREMERTON CHAMBER OF COMMERCE (INC.),  
Bremerton, Wash., November 9, 1921.

HON. THOMAS S. BUTLER,  
*United States Congressman, Washington, D. C.*

MY DEAR CONGRESSMAN: On behalf of the aviation committee of the Bremerton and Charleston Chambers of Commerce, I want to express to you the chambers' appreciation for the opportunity you have afforded us to present our case for an aviation base by holding up the consideration of same.

We are sending you in this mail maps, charts, and table of information concerning the site we propose adjoining the Puget Sound Navy Yard at the head of Sinclair Inlet. This, if selected for a base, has a far larger area than any other that has been considered and in addition will afford pier connections so that aeroplane carriers can come up to the aviation base.

More than that, we are looking ahead to the prospect of peace conditions becoming permanent, and this aviation field located adjoining the navy yard will not necessitate the expenditure of additional machinery, for we already have facilities here for repair work, and with the addition of very little specialized machinery, which would be of inconsequent cost, we could even manufacture aeroplanes.

Strategically and from the standpoint of serviceability, we are sure that investigation would select this location. None of the other sites suggested have deep-water connections that can be reached by battleships or aeroplane carriers, and when you come to consider the fact that when dredging to fill in this tide-water area, which is contemplated, it will also serve to increase the anchorage room adjoining the navy yard. The practicability is self-evident.

I shall not take extended space here to indicate the overwhelming reasons that make this base desirable above all others. All that we are asking at this time is that a commission of experts carefully investigate what we have to offer as they have investigated Camp Lewis and Sand Point. We have written such a request to Secretary Denby and our Senator Poindexter, and would ask, if it is not too much, that you will cooperate with them in this matter.

With a great automobile highway connecting this yard with Port Angeles, the submarine base of the Northwest, and military points on San Juan Straits and the Pacific Ocean, it seems to us that we are offering special natural advantages.

If permanent peace should come to the world, the navy yard here can become a great commercial shipbuilding center, and the aviation base would afford reality of permanent value.



Mr. J. E. Barnes, at Washington, has maps, charts, and information sent to him  
 mail, and will go into details with you at your request.

Thanking you for the personal cooperation you have already given us, and placing  
 our resources at your command, we are,  
 very sincerely, yours,

J. C. BAER,  
*Aviation Site Committee,  
 Bremerton Chamber of Commerce (Inc.).*

**PROPOSED SITE FOR AN AVIATION BASE LOCATED AT THE HEAD OF SINCLAIR INLET,  
 PUGET SOUND, WASH.**

**Location.**—Head of Sinclair Inlet, Puget Sound, Wash., and approximately 3 miles  
 from Puget Sound Navy Yard.

**Available area.**—A strip of land and water area approximately 2,200 feet wide and  
 seven thousand feet long, of which about 30 per cent is water area and could  
 be reclaimed by dredging a deeper body of water which would permit anchorage of  
 ships, and by grading the surrounding land to the necessary condition for the  
 operation of airplanes, etc. Of this area about 10 per cent is under cultivation and  
 the balance chiefly logged-off land.

**Access.**—Less than 3 miles from the Puget Sound Navy Yard by water or by the  
 State Highway, for which the State has made appropriations for construction  
 which is to be ultimately a paved road with practically a level road to Bremerton  
 from Puget Sound Navy Yard.

**Topography.**—The land westward of the proposed site and for about 2 miles in length and from two  
 thousand feet in width is burned-over, logged-off land of a rolling nature  
 which could not present a difficult problem to put in shape for landing purposes.

**Elevation.**—The highest point of the surrounding country is about 900 feet high and about  
 one mile distant to the northwest. Another hill of about 600 feet to the north about  
 one and a half miles, and the highest point to the south is about 500 feet about 1½ miles

**Water supply.**—Bremerton water department, which furnishes water to the navy yard, is  
 located to the northwest, and an ample supply would be available at a low cost.

**Quarry.**—A quarry located near the east end and in the proximity of the location for a  
 base necessary to retain the filled-in material, would be able to furnish material for  
 construction of the wall.

**Travel.**—A number of home sites will be available which would be less than 15 minutes' ride  
 by automobile to the navy yard or to the nearest boat service to Seattle.

**TOWN OF PORT ORCHARD,  
 Port Orchard, Wash.**

**AFFAIRS COMMITTEE.**

*Use of Representatives, Washington, D. C.*

**SIR:** The aviation field committee of the Port Orchard Chamber of Com-  
 merce wishes to call your attention to a tract of land here which we believe to be the  
 most available for an aviation field to be found in the Pacific Northwest.

The tract is located on the edge of the town of Port Orchard, Kitsap County, Wash.,  
 a few blocks from the business district and about one-half mile from the Puget  
 Sound Navy Yard, just across Port Orchard Bay. It consists of tide lands owned  
 jointly by the Government and the State of Washington, thus making the cost  
 practically nothing, as the few acres privately owned can be purchased for a  
 nominal sum. The cost of filling this land in and putting it in shape for use has already  
 been submitted to the Navy Department and lower bids could probably be obtained  
 if the matter were open.

The committee has an economical standpoint this site has much to recommend it.  
 We will, of course, appreciate the value of the proximity of this tract to the town  
 of Port Orchard. We have an abundant supply of pure artesian well water sufficient  
 for ten times our population; good grade and high schools; electricity for lights  
 and heating facilities can be made available if necessary. A large creek  
 and water runs through this property and is available for industrial purposes.  
 The nearness of this land to the navy yard is also worthy of consideration, the  
 having many of the facilities needed for an aviation establishment. Locating

the field on this land would also afford additional docking space for items represent a big saving to the Government.

This section of the country affords a large supply of raw material for airplanes.

We feel that the Port Orchard site is worthy of your earnest consideration of the economical factors of its low cost and the comparatively small expense to prepare it for use, its proximity to the Puget Sound Navy Yard and of its location so near an established town.

We are inclosing herewith a copy of a letter written some time ago by the Department by Mr. A. M. Dufield, of this town, in which he calls attention to the site as being suitable for an aviation field.

If in your consideration of this important matter you need any assistance from us, this body stands ready to furnish same at once.

Yours, very respectfully,

PORT ORCHARD CHAMBER OF COMMERCE  
By C. A. HANKS, *Chairman*

HON. JOHN F. MILLER,  
*House of Representatives, Washington, D. C.*

DEAR SIR: The aviation field committee of the Port Orchard Chamber of Commerce wishes to call your attention to a tract of land here which we believe is available for an aviation field to be found in the Pacific Northwest.

This tract is located on the edge of the town of Port Orchard, King County, about five blocks from the business district and about one-half mile from the Puget Sound Navy Yard, just across Port Orchard Bay. It consists of land owned principally by the Government and the State of Washington, and is of same practically nothing, as the few acres privately owned are of small value. The cost of filling this land in and putting it in shape for use has been submitted to the Navy Department and lower bids could be obtained now if the matter were open to bids.

From an economical standpoint this site has much to recommend itself. You will, of course, appreciate the value of the proximity of this site to the town of Port Orchard. We have an abundant supply of pure artesian water to supply 10 times our population; good grade and high schools; and power and housing facilities can be made available if necessary.

The nearness of this land to the navy yard is also worthy of consideration. The navy yard having already many of the facilities needed for an aviation field, the field on this land would also afford additional docking space for items represent a big saving to the Government.

This section of the country affords a large supply of raw material for airplanes.

We feel that the Port Orchard site is worthy of your earnest consideration of the economical factors of its low cost and the comparatively small expense to prepare it for use; its proximity to the Puget Sound Navy Yard and of its location so near an established town.

We are inclosing herewith a copy of a letter written some time ago by the Department by Mr. A. M. Dufield, of this town, in which he calls attention to the site as being suitable and available for an aviation field.

If in your consideration of this important matter you need any assistance from us, this body stands ready to furnish same at once.

Yours, very respectfully,

PORT ORCHARD CHAMBER OF COMMERCE  
By C. A. HANKS, *Chairman*

COPY OF LETTER OF MR. A. M. DUFIELD TO NAVY DEPARTMENT

SIR: I have noticed recently in the press your comments concerning aviation activities in connection with construction program of the Navy and your recommendations before the congressional committee.

I wish at this time to call your attention, in connection with the available site for an aviation field and submarine base which is located at Port Orchard or Blackjack tide flats on Sinclair Inlet, immediate

Sound Navy Yard. This site was given a preliminary survey about three ago, buoys were set 2½ feet above low tide, and the ground so uncovered was to be 101 acres. By filling in to low-tide line and taking in a little additional ty which can be secured, a total of 125 acres could be made available. This now practically all the property of the Federal and State Governments, a very part only being held by private individuals. The expense to the Government thus be limited to necessary filling and sea-wall construction. A bid on this was made by the International Construction Co., of Seattle, in 1917 to Rear al Coontz, who was at that time commandant of this yard. Commandant s and L. E. Gregory, captain, United States Navy, then public works officer yard, but who is now located at the Boston Navy Yard, are both conversant the situation, having personally inspected the property. This property lies h a position that its development would give additional space for the laying small craft from the navy yard, in addition to the air craft and submarine base. ee separate artesian wells have been sunk on this property, and it is found that bsoil consists of a heavy, hard clay to the depth of 150 feet, at which depth is an abundance of artesian water. Blackjack Creek flows across the property ould furnish ample water for industrial purposes. Water for human consump- ould be obtained from the artesian wells mentioned. This property will give mile of water front lying almost parallel to the Puget Sound Navy Yard and ore than 1 mile distant. Being close to the yard, it is believed that it would re suitable for an aviation field than is the Sand Point site near Seattle, a dis- of 28 miles, as it would be more practicable for airplanes to train with the sub- es and with battleships.

t portion of this property which is held by the State of Washington is now held e for commercial purposes, but would be withdrawn immediately upon notice me is required by the Federal Government.

ave been employed personally in the navy yard at various times for the past rs. I am a resident of and a property holder at Port Orchard and have investi- this property and make my recommendations strictly for the benefit of the navy

For reference I can refer you to any bank or business man in Port Orchard erton, Wash., or to Admiral Coontz and Capt. Gregory mentioned above.

information which you may desire will be promptly furnished.

anking you in advance, I remain,

Very respectfully,

A. M. DUFIELD,

SEATTLE, WASH., October 18, 1921.

essman JOHN F. MILLER,

Washington, D. C.:

owering Congressman Johnson's objection to Sand Point, both Sand Point and Lewis are free to Government for title to land. Engineers and experienced agree that cost of developing field in each place practically the same. Present ig field at Camp Lewis can not be enlarged without interfering with Army ties; so entirely new field must be developed, and if located anywhere near ican Lake will require extensive clearing. Sand Point ideal for seaplanes;

Lewis a makeshift for seaplanes; Sand Point perfectly practicable for land s; Camp Lewis slightly better for land planes; Sand Point has open waterway to ; Sound; Camp Lewis can not connect with Puget Sound; Sand Point only ards from Seattle city limits; Camp Lewis 15 miles from Tacoma; facilities of

Lewis for Air Service are negligible, as the forest patrol this summer provided air own facilities, and facilities for one airplane to be maintained there this r amount to nothing. University Reserve Officers' Training Corps air officer

iving on Sand Point; five other dwelling houses, one with 12 rooms, included 400 acres to be donated to the Navy by King County. These houses would le quarters for officers. Five thousand-foot straightaway can easily be pro- at Sand Point by filling in Mud Lake, as proposed in completed field. Sand

site was unanimously approved by joint resolution of Washington State Legis- . Congressman Johnson evidently forgets this.

SEATTLE CHAMBER OF COMMERCE.

TACOMA, WASH., July 18, 1921.

Congressman ALBERT JOHNSON,  
Washington, D. C.:

If President Harding, his Cabinet officers, Admiral Charles W. Parks, Chief of the Bureau of Yards and Docks, and Chairman Thomas S. Butler, of the Naval Affairs Committee, want to procure an ideal site and save money for the Government for a joint heavier-than-air and lighter-than-air base in one with a fresh-water lake of over 1,000 acres at an elevation of not over 10 feet above Puget Sound and a mile and a half fronting on and adjacent to Camp Lewis and two transcontinental railroads, I can show them how to have it. I am sure the site can be procured and the Government have it ready for business for less than one-third of the \$800,000 Seattle is asking the Government to appropriate for the Sand Point site on Lake Washington. This site is 50 miles nearer the entrance of Grays Harbor, Willapa Harbor, and the mouth of the Columbia River than Sand Point and not over 50 miles longer than at the entrance of Puget Sound.

FRANK C. ROSS.

CHARLESTON, WASH., October 8, 1921.

HON. THOMAS S. BUTLER,  
House of Representatives, Washington, D. C.:

An aviation site at the head of the bay above Charleston five-eighths of a mile wide and  $1\frac{1}{2}$  miles long can be developed with a minimum amount of grading. It is not exceeding  $3\frac{1}{2}$  miles from the west gate of navy yard, Puget Sound. The State has appropriated the money, purchased the right of way, and will let the contract for a water-level State highway within 30 days, connecting with the paved streets of Charleston and the proposed aviation site. We will put up \$50,000 bonds obligating us to clear the land for \$150 an acre. We will guarantee to secure site for \$100 per acre. You understand that there is open, navigable water from the navy yard to the site. We know that we are without political pull, but we know that we have incomparably the best site offered for an aviation base. Why build another great manufacturing plant when you have the navy-yard plant. We hear a great deal about economy from Washington. We would like to see economy and practical advantages win over pork and political pull.

CHARLESTON CHAMBER OF COMMERCE.

BREMERTON, WASH., October 11, 1921.

THOMAS S. BUTLER,  
Chairman Naval Affairs Committee, Washington, D. C.:

We earnestly request that a thorough investigation be made of the advantage offered for a water-level aviation field or base at the head of bay above Charleston and the navy yard, Puget Sound, before final selection of site is made. Let us know if there is any information you require and we will furnish it at once.

CHARLESTON CHAMBER OF COMMERCE.

SEATTLE, WASH., October 12, 1921.

Congressman THOMAS S. BUTLER,  
Chairman Naval Affairs Committee, Washington, D. C.:

Wish to call your attention to the fact that the city of Port Orchard offers the best and the only desirable site for aviation base on Port Orchard Bay. One hundred acres of land now owned by State will be free for purpose only one-half mile from navy yard shops. Information regarding site has been forwarded to you by mail.

C. A. HANKS,  
Chairman Committee Port Orchard Chamber of Commerce.

[No. 172.]

**TO REPEAL ARTICLE III OF THE WAR RISK INSURANCE ACT.**

(H. R. 8523.)

**DEPARTMENT OF THE NAVY,**  
Washington, November 17, 1921.

Hon. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

MY DEAR MR. BUTLER: There is inclosed herewith a copy of letter this day sent to the Speaker of the House of Representatives.  
Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

**DEPARTMENT OF THE NAVY,**  
Washington, November 17, 1921.

MY DEAR MR. SPEAKER: I have the honor to renew the recommendation contained in my letter of September 23, 1921, that section 315, added to Article III of the war risk insurance act, as amended by section 22 of the act entitled "An act to establish a Veterans' Bureau and to improve the facilities and service of such bureau, and further to amend and modify the war risk insurance act," approved August 9, 1921 (Public, No. 47, 67th Cong.), be repealed. A similar letter was on the same date sent to the chairman Committee on Naval Affairs, United States Senate.

On October 7, 1921, a bill (H. R. 8523) was introduced in the House of Representatives by Mr. Peters to carry this recommendation into effect. This bill was on the same date referred to the Committee on Interstate and Foreign Commerce, where it is now pending.

Under the terms of section 315, above referred to, enlisted men entering the naval service on and after February 9, 1922, will be deprived of all compensation and benefits for disability incurred by them in line of duty. Such men are not now, and have not in the past been, eligible for retirement on account of physical disability, but formerly they were compensated for such disability under the pension laws. The law approved October 6, 1917, provided war risk compensation and other benefits in lieu of pension in such cases, thereby making more liberal provision for such men. However, section 22 of the Veterans' Bureau act of August 9, 1921, provides that such compensation and other benefits under Article III of the war risk insurance act shall not apply to persons admitted into the naval service of the United States after six months from the passage

of said act of August 9, 1921. As a result, if this section is not repealed before February 9, 1922, enlisted men then entering the service, although they may become totally and permanently incapacitated by injuries in the performance of their duties in the service, will receive neither retirement, pension, nor war risk compensation and benefits, but will, of necessity, be discharged from the service and thrown upon their own resources without any provision whatever being made by the Government for their maintenance.

This situation was quite fully discussed in my letter of September 23, 1921, above referred to, and while it appears to have been inadvertently created, it nevertheless creates a condition with respect to enlisted men which, in my opinion, is wholly indefensible. As the time is now getting short, I feel that the matter is one which must be regarded as urgent; hence I am again bringing it to your attention with the recommendation that the proposed legislation be enacted at an early date.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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TO REPEAL SECTION 315 OF ARTICLE III OF THE WAR RISK INSURANCE ACT AS AMENDED.

(H. R. 8523.)

DEPARTMENT OF THE NAVY,  
*Washington, September 24, 1921.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

MY DEAR MR. BUTLER: There is inclosed herewith a copy of letter with draft of bill, this day forwarded to the Speaker of the House of Representatives.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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DEPARTMENT OF THE NAVY,  
*Washington, September 24, 1921.*

MY DEAR MR. SPEAKER: With reference to the enactment of the Veterans' Bureau act of August 9, 1921 (Public No. 47, 67th Cong.), I have the honor to submit the following comment and recommendation:

Section 315 of said act provides:

"That no person admitted to the military or naval forces of the United States after six months from the passage of this amendatory act shall be entitled to the compensation or any other benefits or privileges provided under the provisions of Article III of the war risk insurance act as amended."

The effect of the provisions of this section is to deprive persons entering the naval service on or after February 9, 1922, of all compensation and other benefits and privileges provided under Article III of the war risk insurance act of October 6, 1917, as amended by the act of June 25, 1918 (40 Stat., 613), to which persons now in the naval service are entitled, and will continue to be entitled even after February 9, 1922. In other words, there is an apparent discrimination in this respect against the officers or men who may enter the service on or after February 9, 1922.

No good reason is apparent why a person entering the naval service on or after February 9, 1922, should not, during the period of his service, be entitled to the same compensation, benefits, and privileges as a person entering the naval service in a similar capacity one day earlier. This department feels that if this situation is allowed to become effective it will cause endless dissatisfaction and will be very detrimental to the best interests of the naval service.

The unfairness of the legislation enacted by section 315 above quoted is further accentuated by the fact that prior to the passage of the war risk insurance act of October 6, 1917, persons in the naval service were entitled to the benefits of existing pension laws and death gratuities. By section 312 of the war risk insurance act, these benefits were discontinued and in lieu thereof provision was made by Article III of said war risk insurance act for certain compensation benefits and privileges. Section 315 of the Veterans' Bureau act referred to will operate to take away these benefits and privileges without giving anything in return therefor. Even the benefits of existing pension laws are not applicable to persons entering the naval service on or after February 9, 1922, if said section 315 is allowed to become effective. The benefit of the six months' death gratuity has, however, been reenacted in the act of June 4, 1920 (41 Stat., 824).

I am convinced that the above situation was not fully comprehended by the Congress when section 315 of the Veterans' Bureau act was enacted, and I therefore urgently recommend that appropriate legislation be enacted before February 9, 1922, to repeal said section, in order that the apparent discrimination above pointed out will not come into existence and that all persons in the naval service will be entitled alike to the same compensation benefits and privileges. A draft of a proposed bill to accomplish this purpose is herewith inclosed.

Sincerely, yours,

EDWIN DENBY.  
*Secretary of the Navy.*

THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

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[H. R. 8523, Sixty-seventh Congress, first session.]

A BILL To repeal section 315 of Article III of the war risk insurance act, as amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section 315 added to Article III of the war risk insurance act, as amended by section 22 of the act entitled "An act to establish a Veterans' Bureau and improve the facilities and service of such bureau, and further to amend and modify the war risk insurance act," approved August 9, 1921 (Public, No. 47, 66th Cong.), is hereby repealed.







[No. 173.]

**JOHN MARKS.**

(H. R. 8663.)

**DEPARTMENT OF THE NAVY,**  
Washington, November 17, 1921.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: In further reply to the committee's letter of October 20, 1921, inclosing a bill (H. R. 8663) for the relief of John Marks and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The records of this department show that one John Marks enlisted in the Navy December 26, 1861, at New York, N. Y., for three years as ordinary seaman; that he served in the *North Carolina*, *Sidney C. Jones*, *Orvetta*, hospital at Pensacola, and deserted from the hospital at Philadelphia March 22, 1864.

It will be noted that Mr. Marks deserted at a period during the Civil War when his services were especially in demand, and the department is aware of no specially meritorious features in connection with this case which would warrant special consideration.

It is not considered that the enactment of the bill H. R. 8663 would be for the best interests of the naval service, and therefore favorable consideration thereof is not recommended.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[H. R. 8663, Sixty-seventh Congress, first session.]

A BILL For the relief of John Marks.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the administration of the pension laws, John Marks, who enlisted in the Navy on or about December 26, 1861, at New York, and served on board the United States ships North Carolina, Sidney C. Jones, Orvetta, and Poto-mac, United States Navy, shall hereafter be held and considered to have been honorably discharged from the naval service of the United States.*

40185—21—No. 173

(1117)





**GEORGE LIVINGSTON.**

(H. R. 8550.)

**DEPARTMENT OF THE NAVY,**  
Washington, November 17, 1921.

NAVY COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MR. CHAIRMAN: Replying further to the committee's letter of October 12, 1921, inclosing a bill (H. R. 8550) for the relief of George Livingston, and requesting the views and recommendations of the committee thereon, I have the honor to inform you as follows:

George Livingston enlisted aboard the *Vermont* August 23, 1897; transferred to the *Annapolis* October 18, 1897; November 15, 1897, to the *Albatross*; January 11, 1898, to the *Nashville*; February 6, 1898, to the *York*; February 15, 1898, to the *Indiana*; June 30, 1898, to the *Franklin*; July 16, 1898, to the *Franklin*; August 1, 1898, to the *Indiana*; October 31, 1898, to the *Indiana*; and discharged from the *Indiana* August 22, 1900, with honorable discharge on account of expiration of enlistment.

Reenlisted on board the U. S. S. *Vermont* September 10, 1900; transferred to the *Sandoval* September 19, 1900; October 15, 1900, to the *Sandoval*; October 19, 1900, to the *Vermont*; October 27, 1900, to the *Vermont*; deserted from the *Bancroft* April 29, 1901; surrendered to the *Vermont* May 18, 1901; was tried by summary court-martial and found guilty of absence without leave, and mark of desertion erroneous; transferred August 1, 1901, to the *Franklin*; September 6, 1901, to the *Illinois*; and discharged from that vessel October 2, 1901, with bad-conduct discharge, pursuant to sentence of a court-martial for "leaving ship without permission."

It is considered that the enactment of the bill (H. R. 8550) for the relief of George Livingston is in the best interests of the naval service, and therefore the recommendation thereof is not recommended.

Very respectfully,  
Yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[H. R. 8550, Sixty-seventh Congress, first session.]

A BILL For the relief of George Livingston.

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the administration of any laws conferring rights, privileges, or benefits upon honorably discharged soldiers and sailors George Livingston, late a sailor, United States Navy, shall hereafter be held and considered to have been honorably discharged therefrom on April 7, 1902: *Provided*, That, other than the bounty, pay, pension, or other emolument shall accrue from the date of the passage of this act.



[No. 175.]

**TO REIMBURSE CERTAIN PERSONS FOR LOSS OF PRIVATE FUNDS WHILE THEY WERE PATIENTS AT THE UNITED STATES NAVAL HOSPITAL, NAVAL OPERATING BASE, HAMPTON ROADS, VA.**

(H. R. 9081.)

**NAVY DEPARTMENT,**  
Washington, December 1, 1921.

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,*  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: The receipt is acknowledged of your communication of November 22, 1921, inclosing a bill (H. R. 9081) to reimburse certain persons for loss of private funds while they were patients at the United States naval hospital, naval operating base, Hampton Roads, Va., and requesting the views and recommendations of the department thereon.

In reply you are informed that this bill is in accord with the proposed draft transmitted to your committee by this department's letter of November 5, 1921, and for the reasons given in said letter it is hoped that your committee will see its way clear to take favorable action thereon at an early date.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[H. R. 9081, Sixty-seventh Congress, first session.]

**A BILL** To reimburse certain persons for loss of private funds while they were patients at the United States Naval Hospital, Naval Operating Base, Hampton Roads, Virginia.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.* That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to the persons herein named the following amounts, out of any money in the Treasury not otherwise appropriated: Joseph Julian Jordan, seaman, second class, \$210; William Raney Pickard, apprentice seaman, \$25; James Buchanan, apprentice seaman, \$40; Orvin Jefferson Bullock, apprentice seaman, \$70; William James Thomson, fireman, third class, \$95; Raymond Leonard Martin, fireman, third class, \$75; William Brewster, fireman, third class, \$15; Hiram Bitts Dain, apprentice seaman, \$22; Arlous Pate, apprentice seaman, \$35; Alvin Curtis, fireman, third class, \$30; Irvin Howard Neil, seaman, second class, \$40; James Fred Taylor, hospital apprentice, second class, \$80; Franklin Elmo Brown, pharmacist's mate, third class, \$20; Hamilton Okey Johnston, hospital apprentice, second class, \$20; Leo Sherry, hospital apprentice, first class, \$20; Raymond Clyde Malouin, hospital apprentice, first class, \$70; Canaco Nacional Nallaris, mess attendant, first class, \$185; and Birley Thomas, fireman, third class, \$75, being the respective amounts of their private funds which the said persons had placed in the safe in the office of the executive officer at the United States Naval Hospital, Naval Operating Base, Hampton Roads, Virginia, for safekeeping, and which were stolen therefrom on or about April 1, 1921, by some unknown person or persons.

77006—21—No. 175

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[No. 176.]

**AVERAGE COST OF EDUCATING A MIDSHIPMAN AT THE  
NAVAL ACADEMY, ANNAPOLIS, MD.**

**NAVY DEPARTMENT,  
Washington, D. C., November 23, 1921.**

**MY DEAR MR. BUTLER:** I have the honor to acknowledge the receipt of your communication of November 15, and to state in reply thereto that it has been estimated that the average cost of educating a midshipman at the Naval Academy is about \$11,000.

Sincerely, yours,

**THOMAS WASHINGTON.**

**Hon. THOMAS S. BUTLER,**  
*House of Representatives.*

77006—21—No. 176

(1121)

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[No. 177.]

**RELIEF OF ELLEN M'NAMARA.**

(H. R. 8921.)

**NAVY DEPARTMENT,  
Washington, December 1, 1921.**

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of November 1, 1921, inclosing a bill (H. R. 8921) for the relief of Ellen McNamara and requesting the department's consideration and report thereon, I have the honor to inform you as follows:

Frank Xavier McNamara enlisted at Chicago, Ill., October 25, 1912. He was transferred to the naval training station, Great Lakes, Ill., October 26, 1912. On May 9, 1913, he was transferred to the receiving ship, Mare Island, Calif. On May 20, 1913, he was transferred to the U. S. S. *Buffalo*, and on September 20, 1913, to the receiving ship at Mare Island, Calif. He died September 22, 1913.

The records of this department show that this man executed a beneficiary slip October 25, 1912, in which he designated his father, John J. McNamara, as first beneficiary, with no second beneficiary. On August 30, 1913, he executed a slip which stated that he had no beneficiaries. It also appears from his health record that he was admitted to a naval hospital with dysentery on September 13, 1913, and that he died on September 22, 1913. Report of his death indicates that the body was shipped to the next of kin, Mrs. John J. McNamara, at Chicago, Ill.

In view of the foregoing the department approves the bill (H. R. 8921) and recommends its enactment.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

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[H. R. 8921, Sixty-seventh Congress, first session.]

**A BILL For the relief of Ellen McNamara.**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy is hereby authorized and directed to cause to be paid to Ellen McNamara, mother of Frank X. McNamara, ordinary seaman, United States ships *Buffalo* and *Cleveland*, United States Navy, an amount equal to six months' pay at the rate received by him at the date of his death.

77006—21—No. 177

(1123)

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**AUTHORIZE THE SECRETARY OF THE NAVY TO ACCEPT  
CERTAIN LAND AT ROCKAWAY BEACH, LONG ISLAND,  
N. Y., FOR AVIATION AND OTHER NAVAL PURPOSES.**

(H. R. 9200.)

**NAVY DEPARTMENT,**  
Washington, November 30, 1921.

My DEAR MR. BUTLER: The receipt is acknowledged of your two  
ers of the 21st and 22d instant, respectively, transmitting two  
ies of bill (H. R. 9200) to authorize the Secretary of the Navy to  
ept certain land at Rockaway Beach, Long Island, N. Y., for  
ation and other naval purposes.

This bill was introduced pursuant to a recommendation to that  
ect embodied in my letter of the 15th instant addressed to the  
aker of the House. A copy of said letter is inclosed for your  
ormation and for the reasons stated therein it is requested that the  
be given favorable and early consideration by the committee.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

HON. THOMAS S. BUTLER,  
*Chairman Committee on Naval Affairs,  
House of Representatives.*

NOVEMBER 15, 1921.

My DEAR MR. GILLET: The naval aviation station at Rockaway  
each, Long Island, N. Y., was established in Jacob Riis Park,  
orough of Queens, under revocable permits from the commissioner  
parks of New York City. In the development of this station  
tensive improvements were erected upon the site by this depart-  
ent, including seaplane hangars, dirigible hangars, repair shops,  
orehouses, barracks, armory, power plant, and other incidentals  
quired for a complete station, the salvage value of which if removed  
d the station abandoned would be comparatively small.

Appreciating the importance to the city of New York of the pro-  
tection afforded by the maintenance of this air station the State  
egislature of New York passed an act amending the Greater New  
ork charter under which amendment "the city of New York, acting  
y the commissioners of the sinking fund of said city, is authorized  
o cede, grant, and convey to the United States free of cost, or upon  
uch consideration as may be agreed upon between the city com-  
missioners of the sinking fund and the United States, all the estate,  
ight, title, and interest of the city of New York in and to any lands  
nd lands under water acquired by or owned by the city of New York,

required for the establishment of air stations, in connection with the defense of New York Harbor and the Atlantic coast \* \* \*."

A copy of the act in question is inclosed and attention invited to the provision under which the city is authorized to convey the land to the United States "free of cost." Negotiations are under way with the city officials with a view to securing the conveyance of the city's title without expense to the Government.

In order, however, that the department may be in a position to accept such conveyance if made, it is necessary that authority for that purpose be granted by Congress. I have therefore the honor to recommend, if you deem such action not inappropriate, that the requisite authority for the acceptance of the site occupied by this station be conferred upon the Secretary of the Navy. Draft of a bill designed to accomplish this object is inclosed with request that it be referred to the proper committee for action.

The site at present occupied by the naval aviation station comprises parcels A and B, containing 60 acres and 34 acres, respectively, as shown on inclosed blue print F. 902, S. 156, dated April 9, 1917.

Sincerely, yours,

EDWIN DENBY,  
*Secretary of the Navy.*

HON. FREDERICK H. GILLETT,  
*Speaker of the House of Representatives.*

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A BILL To authorize the Secretary of the Navy to accept certain land at Rockaway Beach, Long Island, New York, for aviation and other naval purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Navy be, and he is hereby, authorized to accept from the city of New York, State of New York, free of encumbrance and without cost to the United States, a tract of land containing ninety-four acres more or less with the riparian rights appurtenant thereto located at Rockaway Beach, Long Island, New York, for a naval air station, and for other naval purposes.





[No. 179.]

[H. R. 8972.]

DEPARTMENT OF THE NAVY,  
Washington, December 8, 1921.

BASINGER, LLOYD ADDISON, RELIEF OF.

The CHAIRMAN COMMITTEE ON NAVAL AFFAIRS,  
*House of Representatives.*

MY DEAR MR. CHAIRMAN: Replying further to the committee's letter of November 2, 1921, inclosing a bill (H. R. 8972) "For the relief of Lloyd Addison Basinger," and requesting the views and recommendations of the department thereon, I have the honor to inform you as follows:

The purpose of this bill is to give Lloyd Addison Basinger the status of having been honorably discharged from the naval service of the United States in so far as the administration of compensation laws of the United States Veterans' Bureau is concerned.

The records of the department show that Lloyd Addison Basinger enlisted on December 14, 1917, to serve four years. On July 14, 1918, he deserted from the U. S. S. *Kearsarge* and remained absent until he was delivered aboard the receiving ship at Norfolk on July 18, 1918. On August 28, 1918, he was tried by general court-martial on the charge of desertion; found guilty of absence from station and duty after leave had expired; and sentenced to be imprisoned for 18 months and then to be dishonorably discharged.

On September 13, 1918, the department directed that the sentence be held in abeyance and that Basinger be released from arrest and restored to duty on probation for one year. Within two months after his restoration to duty he violated the probation on two separate occasions and therefore, on November 29, 1918, he was ordered to be confined at Portsmouth, N. H.

On May 13, 1919, his dishonorable discharge from the naval service was directed in accordance with the provisions of the general court-martial sentence.

The department does not recommend that the bill (H. R. 8972) be enacted.

Sincerely, yours,

THEODORE ROOSEVELT,  
*Acting Secretary of the Navy.*

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[H. R. 8972. Sixty-seventh Congress, first session.]

A BILL For the relief of Lloyd Addison Basinger.

*Be it enacted by the Senate and House of Representatives of the United States of America assembled,* That in the administration of the compensation laws of the United States Veterans' Bureau, Lloyd Addison Basinger, late a seaman, second class, United States Navy, shall hereafter be held and considered to have been honorably discharged from the naval service of the United States.



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